

# ANNUAL REPORT OF PRES. NICHOLSON

## Comprehensive Report Submitted at Annual Meeting Board of Trade Last Night.

Gentlemen:—This being our annual meeting, it becomes my duty to offer a brief retrospect of the principal matters which have engaged the attention of this Board during the past year.

### WINTER COMMUNICATION.

Communication between this province and the mainland, always defective, entered into an acute stage during the past winter. For 50 days the crossings of the winter steamers were interrupted by ice—the "Minto" being confined to Pictou and the "Stanley" for the most part to Georgetown harbor. In all that time, what the province suffered in its trade, commerce and the necessary conveniences of its people no man can tell. Quite naturally the public mind then reverted to the compact with Canada at the Union, and was seized of the incontrovertible fact, that no adequate attempt had been made to fulfill its terms. Public opinion became aroused, as it never was aroused before; and this Board in consultation with other public bodies, and prominent citizens, thought well of calling together a Provincial Convention to discuss the whole communication problem and arrive at some united demand upon the General Government. Accordingly, there was convened in these rooms under my presidency, on the 10th day of March last, an assembly of delegates, appointed in conformity to a call formulated by Captain Joseph Read, M.L.A., who had previously been Chairman of a local meeting

at Emerald; and although the travelling was wretched on the roads and the railroad only partially opened after a snow blockade, quite a large number assembled and business of a far-reaching character was well and patriotically transacted.

After considerable general discussion, the following resolution moved by Rev. Fr. Burke and seconded by Captain Read was carried by a vast majority and a committee from the Convention appointed to carry it to Ottawa and press our claims to redress on the Government and Parliament, then in session: Whereas this Province of Prince Edward Island entered the Canadian Confederation under these explicit terms as to communication— "Efficient steam service for the conveyance of mails and passengers to be established and maintained between the Island and the Dominion, winter and summer, thus placing the Island in continuous communication with the Intercolonial Railway and the Railway system of the Dominion."

And whereas, these terms have not been fulfilled, to the great hardship of the people and detriment of the province, and whereas a Tunnel under the Straits from Carleton Head to Money Point, as already surveyed and reported on, by Sir Douglas Fox is a possible implement of said terms of Confederation:—

Therefore Resolved that this meeting of the people of Prince Edward Island, in call upon the Federal Government to fulfill the said terms of the union forthwith by causing such Tunnel to be constructed at the earliest possible moment:—

And Further Resolved, that pending the construction of such Tunnel, we demand that daily communication by navigation be maintained by the construction and operation of a third powerful steamer of the most approved ice breaking type, and that one of the steamers be used on the western route.

Resolved that the Provincial Government be, and is hereby requested to urge incessantly on the Federal Government the absolute necessity of implementing the terms of Confederation:—And further resolved that our claims for compensation for the non-fulfillment of such terms be yearly served upon the Federal Authorities.

A public meeting was held in the Market Hall the same night and the above resolution, after being spoken to with great effect by Fr. Burke and Captain Read, was unanimously approved amidst cheers.

The Provincial Delegates proceeded to Ottawa by the first crossings after the blockade, and used every zeal and intelligence in presenting the Island's case. They were Rev. Fr. Burke, J. E. B. McCready, Capt. Joseph Read and Neil McQuarrie, K. C. They were joined at Ottawa by all our representatives in the two Houses

and introduced before the Privy Council by J. J. Hughes, M.P. for Kings, when the formal resolutions were presented and every phase of the important matter was spoken to by them. The Prime Minister, Sir Wilfrid Laurier, made reply on the part of the Government, deploring the hardships which the season had inflicted on the province, and summing up the demand of the delegates, first, for a new and more powerful steamer, and secondly, for the only permanent and effective system of communication in view, the construction of a submarine Tunnel under the Straits. He promised that which they could undoubtedly do at themoment, namely the building of a more powerful steamer on lines which recent experience seemed to warrant, a steamer which he hoped would bridge over the difficulty till the more effective means could be undertaken. He knew full well that the Tunnel would be the most acceptable remedy, but felt that considerable examination and study of the project would have to be made before any Government would definitely commit itself to it.

The Delegates were satisfied with their reception and having successfully aroused public opinion in Ontario, Quebec, Nova Scotia and New Brunswick in favor of the Tunnel and a public meeting in the Market Hall gave to the people who appointed them a thorough account of their mission and received formally the thanks and gratitude of the entire community. Subsequently the Provincial Legislature unanimously passed a Memorial on exactly the same lines as the Resolutions of the Provincial Convention and a Committee of the Government carried it to Ottawa and presented it to the Federal Authorities with like results.

As an outcome of this far-seeing and statesman like action, originated by this Board and carried through with such signal ability by the delegates, backed by the unanimous demand of the Legislature, a new steamer of the most approved ice-breaking type is being modelled in the Old Country and will be on the route not later than 1907. Another in Council requesting the Minister of Public Works to have a report ready for the next session of Parliament on the date of the Tunnel has also been made. Indeed, all that we could reasonably expect to be done under the circumstances has been done in the endeavor to reach a solution of this most vital matter to us as a Province; and the part this Board has taken in bringing about so propitious a prospect for the future is, to my mind, the proudest event in its history.

The communication difficulty is by no means settled, but the Island and the neighboring provinces—indeed all Canada—has pronounced the Tunnel the only effective way of implementing the Terms of Confederation; and we have only to agitate persistently, as in duty bound, till it comes. That day, as every body feels, will mark the entry of this beloved Island upon an era of prosperity the extent of which even the most optimistic amongst us cannot fully foresee.

RAILWAY FREIGHT RATES. At a meeting of the Council held on January 20th, 1905, Messrs Geo. E. Hughes and Geo. E. Full were appointed a delegation to visit Ottawa and present to the Government the grievances of Island shippers in connection with the freight rates of the L. C. R. While at Ottawa, Mr. Full also interviewed the Minister of Trade and Commerce in regard to the advantage of having a steamer for the West Indies call at this port. On both these subjects the Ministers promised to give our interests full consideration. If sufficient freight offered it was understood that a West Indian steamer would call at this port.

TRANSPORTATION COMMISSION. Last summer the Transportation Commission appointed by the Dominion Government visited this Province, and at their request delegates from this Council and from other Boards met them and presented the grievances arising out of the overcharges in the freight rates on the P. E. I. Railway as compared with the Intercolonial Railway. Our case was strongly presented by Messrs. Rattenbury and Tidmarsh, and the Commission distinctly promised to have our grievances remedied. This Council, however, after waiting for some months for the promised remedy is very much surprised to find by the new scale of freight rates just issued on the P. E. I. Railway that instead of being reduced there is an increase of at least 30% in those rates.

NEW RAILWAY STATION. Early last summer this Province was visited by Hon. H. R. Emmerson, Minister of Railways and Canals, M. J. Butler Esq., Deputy Minister, D. Pottinger, Esq., and other officials. The Minister of Railways invited this Board to meet them for the purpose of considering the site of the new railway station in Charlottetown. Through the courtesy of His Worship, the Mayor, and City Council a meeting at which I had the honor to preside, was held in the City Council Chamber, when the matter was discussed by Hon. Mr. Emmerson, the Minister of Railways, and Hon. W. S. Fielding, Minister of Finance, who was then visiting this Province, and several of our leading citizens. All the local men who spoke were in favor of the

station being built at the foot of either Great George or Queen Streets, and the consensus of public opinion was thus correctly reflected. In their remarks the Ministers urged the necessity of practicing economy in the selection of a site; they promised that the erection of a new station which would not exceed that of one which the department had in view.

WINTER COMMUNICATION. Last fall the Hon. Raymond Prefontaine, Minister of Marine and Fisheries paid a visit to this province, and through the courtesy of the Leader of our Provincial Government this Council was enabled to confer with the Minister on the matter of winter navigation, and also in regard to the development and protection of the oyster fisheries of this Province. During his visit he was given the opportunity of speaking at a banquet tendered him by the local Government on the winter navigation question, and he then intimated that he had been in consultation with the Provincial Government respecting the protection and propagation of the oyster industry. It is beyond doubt that this province, owing to the productive character of the oyster beds in its numerous rivers and bays, is unsurpassed as a field for the propagation of the oyster industry, but notwithstanding this fact the output at present is only worth about \$90,000 yearly whereas this industry is capable of yielding an annual income of one million dollars.

THE WINTER ROUTES. While in conversation with Hon. Mr. Prefontaine, I, as president of this Council, strongly urged the placing of one of the winter steamers on the Capes route and the other on the Pictou route, as long as ice conditions would permit, and I am glad to be able to state that he promised that this would be done, and it is also gratifying to all that this has been done this season.

COLD STORAGE ACCOMMODATION. The announcement that the Steam Navigation Co. has contracted for the construction of a new up-to-date steamer to run on the western route, thus enabling it to place the first class steamer Northumberland on the Pictou route, has been heard with great satisfaction by the public. In this connection I may say that this Council has already urged the Company to have both steamers equipped with first-class cold-storage accommodation, and it is pleasing to be able to report that the Company has assured us that this service will be supplied.

TOURIST TRAVEL. The laudable efforts made by the P. E. I. Tourist Association last summer to attract tourists to this province were on the whole successful. The Association carried out its programme of Old Home Week in a very creditable manner and deserves the thanks of the public for the benefit thus conferred upon the community.

HILLSBOROUGH BRIDGE AND M. H. RAILWAY. Last autumn the work of constructing the Hillsborough Bridge was successfully completed and the great structure and the Murray Harbor Railway were formally opened for public traffic. Already the

benefit of increased trade has been felt in this city and all along the line. I assure you, gentlemen, that it gives me very much pleasure to call attention in this report to the completion of those extensive works.

DEATH OF HON. MR. PREFONTAINE. Before concluding this report I wish to place on record the feeling of regret which I entertain, and which I know every member of this Board entertains, at the sudden death of Hon. Mr. Prefontaine, whose remains are now being borne to his native land on board one of His Majesty's ships of war. When we met Mr. Prefontaine in this city last fall we all recognized his worth as a broad-minded statesman and a man of practical views, who had the best interests of the country at heart. He also showed a warm sympathy for this province; and I know I express the sentiment of this Board, and this province, when I say that we all consider Mr. Prefontaine's death a distinct loss to Canada.

MEMBERSHIP FEE. In conclusion I wish to direct attention to the matter of increasing the membership fee of this Board. Those who are responsible for the financial affairs of the Board are of the opinion that the present fee is inadequate to meet the expenses of the Board. I therefore beg leave to suggest that the fee be increased from two dollars to five dollars per year. All of which is respectfully submitted.

A MILLION DOLLARS SQUANDERED. It is estimated that this sum was wasted last year by people trying to find a cure for Catarrh. Foolish for sufferers to experiment when it is so well known that "Catarrhoxone" is the only remedy that cures permanently. Other treatments only relieve, but Catarrhoxone cures and prevents the disease from ever returning. "I had Catarrh in its worst form," writes G. F. Fadden of Royan, Que. "I was so bad that ordinary medicine did not even relieve; but Catarrhoxone cured me perfectly." No chance of disappointment with Catarrhoxone—it is certain as death to cure your Catarrh—Just try it.

Eastern Mink fur neck ruffs at 1/2 off. See Paton's eastern window. 9d 1w. To insure perfect health use Iron-Ox Tablets. For sale at your druggist's, 25 cents per box. W. J. McEACHERN, Secy. Mt. Albion, 1-3rd twt 1w

RUSHED WITH ORDERS ALL THE TIME. The remark is often made to us, "How is it, you are always so busy?" The answer is a simple one, we give such satisfaction in the work we do, that our reputation is known far and wide, and everywhere all over "Our Fair Island" Province, even across the straits to Nova Scotia, New Brunswick, Cape Breton, Quebec and Ontario, in fact in all parts of the Broad Dominion we have received orders for work.

Is the question a difficult one to answer? We trow not. Satisfaction is the essence of success, hence our success in business. Remember us when in need of work done to your entire satisfaction.

BRUCE STEWART & Co., Founders, Engineers, Machinists and Boilermakers, Steam Navigation Coy's Wharf, Charlottetown, P. E. I. Phone 125. Box 1250.

Diseases of Women OFTEN DUE TO Deranged Kidneys. When the Kidneys Are Weak It Is Impossible for Any Woman to be Happy or Healthy. If the girls and women who are silently suffering with what they suppose "female trouble," would look to their kidneys they would soon find the source of their trouble.

The kidneys are very closely allied with the female organs and if the vitality of the kidneys is in any way impaired great suffering is sure to occur. No better medicine is known for the kidneys than Dr. Hamilton's Pills of Mandrake and Asterisk, they stimulate and strengthen the kidneys and thereby assist the other organs to do nature's work. Instant benefit and certain cure are guaranteed in every case. Sufferer, don't wait, begin treatment with Dr. Hamilton's Pills at once; they will cure you as they did Mrs. A. B. Colburn, a well-known resident of the town of Portland. Read her experience.

For two years past I have been sickly and weak. My color was dull and sallow, and I felt exhausted and weary, as if all my strength were being eaten up with some hidden trouble. I heard of Dr. Hamilton's Pills and decided to use them. The change in a few days was surprising. They regulated my kidneys and bowels and cured all my suffering; today I am perfectly well.

Every woman can take Dr. Hamilton's Pills with safety and benefit. Their operation keeps the system in healthy, customary condition, and they are gentle or more prompt in results. Now is the time to get Dr. Hamilton's Pills, 25c per box or five boxes for \$1, at all dealers, or by mail from N. C. Folsom & Co., Hartford, Conn., U. S. A., and Kingston, Ont.

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DYSPEPSIA HURTS. My goodness, how Dyspepsia hurts and pains! And it isn't the pain that is to be dreaded, but the loss of time and wages. There is to day many a person who lays off one or two days a week all because of indigestion and dyspepsia, and in consequence loses many a dollar in wages. What a pity these people don't try Hutch and cure themselves. Why don't they take one little tablet after each meal, and get back to their work? Maybe they will try Hutch some of those days, and they will find out for sure that there is one medicine in the world which can be depended on to cure sour stomach, indigestion, headache, heartburn. It's a doctor for ten cents. One gives relief. For sale by all Druggists.

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### Chamberlain's Cough Remedy

The Children's Favorite  
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Coughs, Colds, Croup and Whooping Cough.

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### ANNUAL MEETING,

The annual meeting of the Hazelbrook Dairy Company, Ltd. will be held in the usual place on Wednesday, Jan. 17th at 10 o'clock, p. m.  
W. J. McEACHERN, Secy.  
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We have about seventy-five heating stoves that we will sell less than cost rather than carry them over until next year.

Please remember the prices quoted are for the cash when sold, and if sold on time they will be charged at the regular price.

3 No. 5 Tortoise	.....\$15 00, now	.....\$10 00
2 " 4 "	.....12 00, now	.....7 86
2 " 3 "	.....10 00, now	.....6 82
2 " 90 Blazer	.....13 00, now	.....9 25
8 " 20 "	.....4 25, now	.....2 91
1 " 70 "	.....9 00, now	.....5 13
3 " 70 " with drum	.....11 50, now	.....7 42
2 " 90 " with drum	.....15 50, now	.....12 65
2 " 9 Defiance	.....6 50, now	.....4 58
2 " 10 "	.....8 00, now	.....5 36
3 " 10 Dandy Perfection	.....4 00, now	.....2 97
5 " 15 Fairy Queen	.....9 50, now	.....6 87
4 " 17 "	.....11 00, now	.....7 32
2 " 660 Gold Com	.....11 50, now	.....8 25
2 " 14 Excelsior	.....13 50, now	.....10 67
1 " 18 "	.....10 00, now	.....13 97
4 " 14 Belle Oak	.....9 50, now	.....5 77
1 " 10 "	.....14 50, now	.....10 34
1 " 15 Popular	.....11 00, now	.....7 97
1 " 120 Famous Oak	.....13 50, now	.....9 90
1 " 12 Regal	.....16 00, now	.....14 00
2 " 14 Radian	.....13 00, now	.....9 35
1 " 14 "	.....12 00, now	.....8 80
1 " 14 " with drum	.....13 50, now	.....10 17
3 " 230 Air Tight	.....10 25, now	.....7 00
3 " 24 "	.....8 50, now	.....5 77
6 " 23 "	.....10 00, now	.....6 32
3 " 24 "	.....6 00, now	.....3 46
5 " 24 "	.....6 50, now	.....4 00
3 " 200 "	.....10 50, now	.....6 76
3 " 300 "	.....11 00, now	.....7 26
1 " 31 Box	.....10 75, now	.....7 53
2 " 35 "	.....13 50, now	.....9 90

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