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ST. GEORGE, N. B., FRIDAY, APRIL 19, 1912

NO. 41.

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Dry Goods & Furnishing Stores!

Our Millinery Opening on Saturday, was a great success
The Spirit of the Season's Styles has been felt
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With the interest which Miss McGloan, will take for the whole length of
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The Senate and the Highways.

Why did the Senate amend the Highways Bill? Why did the Government kill its own political offspring rather than accept the amendments of the Senate? These are questions that demand an answer in the most explicit terms. When Parliament opened in November the speech from the Throne contained this paragraph:-

"The importance of providing our country with better highways is manifest. A bill will be introduced for the purpose of enabling the Dominion to co-operate with the Provinces in the accomplishment of this desirable object."

It was understood that the Government would make an addition on a per capita basis to the subsidies of the various provinces which have controlled the construction and meeting of the highways since Confederation, and that the additional subsidy would be remarked as a grant toward road-building the Dominion providing for independent inspection of the work done. When Mr. Cochrane's bill came down, however, it was discovered that it provided for a wholesale invasion of the rights of the provinces. Clause six gave the Minister of Railways

power, subject to the consent of the provinces, to "undertake the construction and improvement of highways." No provision was made in the measure itself for the apportionment of the Dominion grant for good roads among the provinces on a per capita basis.

The Opposition in the Commons fought the measure from the outset, taking the ground that Mr. Cochrane, under pretense of aiding in the improvement of highways, was intent upon building up a political machine that would be utilized in every doubtful constituency to bribe the electors with their own money, and to that end was taking from the provinces a function that had been theirs since Confederation. In provinces where the local Government was in alliance with the Dominion the road grants would be spent to the advantage of the Conservative party, while provinces having Liberal Administrations would be forced to accept Mr. Cochrane's political road builders or do without their share of the road grant.

The Government protested that the crushing of its opponents beneath the Cochrane road roller was far from its thoughts. It brought down an estimate of aid for highways during the current year, appropriating a million on a per capita basis among the provinces. This was pointed to as proof that there was no desire to use the road grants for political purposes. But the Opposition was not deceived. The Government stubbornly refused to amend the bill along the line of its own declared financial policy. It insisted on the retention also of the power to build highways. The Liberals in the Commons having failed to prevent the bill from passing, although their protests were backed up by the advocates of provincial rights all over the country the Senate amended the bill to provide that the aid for road building should be handed over to the Provinces and should be given on a per capita basis. It is well that the Senate's reasons for this amendment should secure wide publicity. They were as follows:

"Because the method of distribution provided for by the amendment is that announced by members of the Administration in the Senate and House of Commons as contemplated, and has been actually adopted in the supplementary estimates for the ensuing year."

"Because the bill undertakes to make certain permanent provisions as to the aid to be given to the construction and improvement of highways in the several provinces; and it is only reasonable that the principle of equal distribution in proportion to population recognized by the present Administration should be permanently secured by enactment in the bill, as otherwise, if this principle were abandoned in future, the Senate would have no other recourse than to reject the supply bill."

"Because, if the principle upon which the apportionment of such grant is to be made is fixed by a permanent enactment, the task of deciding upon the items to be inserted in the supply bill will be simplified."

"Because section 6 of the bill empowers the Minister to undertake the construction or improvement of highways in any province, which would be a contravention of the letter and spirit of the British North America Act, 1867, and of the uniform practice under that Act, for which contravention no sufficient cause has been shown."

"Because the amendment affirms in effect that it is undesirable that a Minister of the Dominion Government should usurp the rights and functions of the provincial Administration in the building and maintenance of highways and bridges."

"Because the amendment will not unduly hamper the Administration in carrying out its policy and in applying the funds placed in the estimates for that object, sufficient provision being made in earlier clauses of the bill for co-operation between the Federal and Provincial Governments."

The refusal of the Government to accept this amendment is the strongest possible evidence that it was "political road building" that Mr. Cochrane had in view when he introduced his Highways Aid Bill. His persistence attempt to invade the rights of the provinces which have controlled, built, and mended the roads of Canada ever since Confederation has failed, as it deserved to fail. That it will be renewed next session is entirely probable. For that struggle Liberals must prepare now by putting the facts before the electors. The facts speak for themselves. They prove that Liberalism stands for the independence of the provinces within their own sphere as firmly as it stands for the rights of the Federal Government in the national arena. -For Globe.

New Light on Charge Of The Light Brigade

Statement made by Lord Cardigan.

The Army and Navy Gazette recently published a statement written by Lord Cardigan for Mrs. Norton, the well known authoress, which throws an entirely new light on the circumstances which led up to the famous charge of the Light Brigade at Balaklava. A brief reference has been already made in the Globe to this fact, but the whole narrative is interesting. Lord Cardigan says:

"The brigade was suddenly ordered to mount, upon which I sent one of my aides de camp to reconnoitre the ground. Lord Lucan then came in front of my brigade and said: 'Lord Cardigan, you will attack the Russians in the battery.' I said: 'Certainly, my lord; but allow me to point out to you that there is a battery in front, a battery on each flank, and that the ground is covered with Russian rifle men.' Lord Lucan answered: 'I cannot help that; it is Lord Raglan's positive order that the Light Brigade is to attack the enemy,' upon which he ordered the 11th Hussars back to support the 17th Lancers. After advancing about eighty yards, a shot fell within reach of my horse's feet, and Capt Nolan who was riding across the front, returned with his arm up, through the intervals of the brigade. I fled straight down to the battery without seeing anybody else in front of me. I had to restrain some of the officers, who got very much excited within eighty yards of the battery by the heavy fire."

"I led into the battery and through the Russian guns, limber carriages and ammunition wagons in the rear; I rode with in twenty yards of the line of Russian cavalry, was attacked by two Cossacks, slightly wounded by their lances and with difficulty got away from them, they trying to surround me. On arriving at the battery, through which I had fled, I found no part of the brigade."

"I rode slowly up the hill and met Gen. Scarlett. I said to him: 'What do you think, General, of—' after such an order being brought to us which has destroyed the Light Brigade, the officer riding to the rear and screaming like a woman?' Sir John Scarlett replied: 'Do not say more for I have ridden over his body.'"

"Lord Lucan was present at the conversation. I then rode to the place from which we had turned off and found all my brigade there, and upon having them counted that there were 193 mounted men out of 670. I immediately rode to Lord Raglan to make my report, who said in a very angry way: 'What do you mean, sir, by attacking a battery in front contrary

to all the usages of warfare and the custom of the service?'"

"Upon which I said: 'My lord, I hope you will not blame me, for I received my orders to attack from my superior in front of the troops.' I then narrated what I had done as described above."

"The charge of the Light Brigade only lasted twenty minutes."

(Signed) "Cardigan"

This is the first account there has ever been of a personal interview between Lord Lucan, commander of the cavalry division, and Lord Cardigan before the charge. It has hitherto been believed that Capt. Nolan, Lord Lucan's A. D. C. came to Cardigan with the message: "The Light Brigade will advance."

Cardigan asked what was to be his objective and Nolan, pointing with his sword to the Russian battery in front, said, in the presence of the troops, "My lord, there are your enemies." Cardigan's soldierly pride was stung and he immediately ordered the brigade to charge into the valley of death."

Capt. Nolan, a hot headed Irishman, seeing that a disastrous misunderstanding had occurred, rode across the front of the brigade and with gestures of his sword endeavored to divert them to their true objective, which was the right flank of the Russians. He was, however, instantly killed; but the stiffened muscles kept him on his horse, and he rode a dead man through the ranks of the brigade with his sword arm uplifted as Lord Cardigan describes. Lord Cardigan's words that he rode "screaming like a woman," however, seems to show that life, though not consciousness, remained for a season."

The new version vindicates the memory of Nolan. It shows that the blame for blunder rests on Lord Lucan himself. Nolan's share was confined to the attempt to direct the brigade on to its true objective. The rebuke of Lord Raglan is interesting as showing that the blunder committed was recognized at the time. -Ex.

Panama Canal Operation To Cost \$31,000,000 Year

Washington, D. C., April 10.—Thirty-one million dollars a year must be paid by the Government for operating and maintaining the Panama Canal. Of this total \$4,500,000 will be for repairs and actual expenses of operation; \$11,500,000 for interest on the money invested in construction, and \$15,000,000 for supporting the military and naval establishment on the Zone to defend the canal.

This estimate was given by Emory C. Johnson today before the Senate Committee on Inter-Oceanic Canals. He is pro-

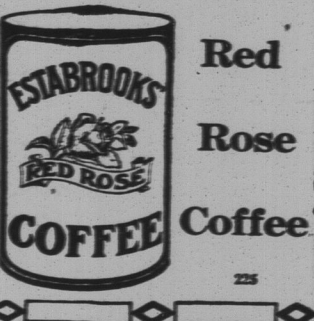
essor of transportation and commerce in the University of Pennsylvania and was appointed by President Taft to be a special commissioner on canal tolls and commerce. As an offset he did not expect the revenue derived from the collection of tolls to exceed \$1,000,000 for the first year.

A great supply of coal should be kept at each end of the canal by the Government, he said. It should be sold to all ships entering the waterway at just sufficient to pay the cost. Prof. Johnson would not discuss the matter of tolls pending his report to the President. He said great latitude should be given the President in fixing charges.



The Bitter Chaff Removed

The men who blend, prepare and pack Red Rose Coffee know well what will please good judges of coffee. They crush—not grind—the fresh-roasted bean into small, even grains which brew readily and settle quickly to pour bright and clear. The chaff is removed, and with it the bitter essence you have disliked in other coffees. You will surely like



The Wrong Throat.

A little boy took an apple to school the other day and was playing with it. When the teacher saw him he took it from him and later came back to eat it himself.

As the boy saw the last piece disappear he began to cough violently. When the teacher asked him what he was coughing or he replied:-

"Please, sir, the apple has gone down the wrong way."

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Some women complain that they periodically suffer from dull and heavy feelings, or dizziness in the head, nervousness, pain and bearing-down feelings which should not occur to the normal healthy woman. But most every woman is subject to these pains at some time in her life, due to abnormal conditions in life, such as corns, over-taxed strength, bad air, poor or improper food, wet feet, sluggish liver, etc. A regulator and female tonic made from native medicinal roots with pure glycerin, and without the use of alcohol, called

DR. PIERCE'S FAVORITE PRESCRIPTION,

has proven its value in thousands of cases, like the following:

Mrs. DOUGLAS M. MARTIN, of Ashburn, N. B., Route 1, Box 54, says: "I thought I would write you in regard to what your medicine have done for me. I have used them for thirty years for female trouble and general weakness with the very best result, and they have saved me hundreds of dollars in doctors' bills. I buy the Favorite Prescription and Golden Medical Discovery, and take them together. I never was disappointed in your remedies and take pleasure in recommending them to any suffering lady. I am now almost fifty years old, as forty-five I took your medicines, both kinds, and I passed that period very easily and left me fat and healthy. I feel like a young girl. If any lady cares to write me, I will gladly tell her more about the good work of your medicines."

DR. PIERCE'S GREAT FAMILY DOCTOR BOOK, The People's Common Sense Medical Adviser, newly revised up-to-date edition—of 1008 pages, answers hosts of delicate questions which every woman, single or married, ought to know. Sent free in cloth binding to any address on receipt of \$3 one-cent stamps, to cover cost of wrapping and mailing only.

