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Y. M. S. Concert

St. Paul's Schoolroom

February, 27th 1899

- PROGRAMME.
- Solo & Chorus.....Canadian Hymn
 - Y. M. S.
 - Recitation.....Austria's "Call to Arms"
 - Harry Smith.
 - Solo.....Let Me Take a Soldier's Fall
 - Rev. Leo Williams.
 - Solo & Chorus.....Soldiers of the Queen
 - Soloist, Bert Anderson.
 - Reading.....Professor Watts
 - Solo.....God Bless Victoria
 - Miss Hazard.

- CANDY SALE DURING INTERVAL.
- Solo & Chorus.....Up with the Flag
 - Soloist, V. Anderson.
 - Recitation.....Miss McLean
 - Solo.....Mrs. H. V. Palmer
 - Single Stick Contest.....
 - Solo.....
 - Two Part Song.....On Silvery Waves
 - Six Ladies.
- GOD SAVE THE QUEEN.
- Admission 15c.

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When you buy from us. Everything you get is of the same quality—"THE BEST."

- To day
- Angel Cake, 12c each.
 - German Buns, 10c per doz.
 - Corn Gems, 10c per doz.
 - Oatcake, 12c per lb.
 - Cream Tartar Biscuit 10c per doz.
 - Parker House Rolls 10c per doz.
 - Ginger Snaps, 12c per lb.

All kinds of pies to-day in pastry, cream or coconut.

Try our Duchesse Bread 4c per loaf.

TELEPHONE 98. **D. Stewart** ECLIPSE BAKERY BAKES BEST BREAD.

BRIDGE ACROSS THE HILLSBOROUGH

Engineer MacKenzie's Report in Full.

THE SITE NEAR KENSINGTON RANGE RECOMMENDED.

Delegation of Citizens Confer With the Provincial Government.

Upwards of fifty merchants and other citizens, yesterday, waited upon Premier Farquharson and the members of the Government regarding the proposed bridge across the Hillsborough. The premier received the delegation in the Legislative Council Chamber at three o'clock, and invited an expression of opinion from them regarding the matter that had brought them together.

Mr. George E. Hughes, President of the Board of Trade, on behalf of the citizens then asked that the bridge be placed as near Charlottetown as possible. A majority of citizens were anxious that it should be brought nearer to Charlottetown than Kensington range. If it were possible they would like it to be placed in the vicinity of Prince street or the railway wharf. The bridge matter was of more importance to the city than any section of the country, and he thought it was high time for citizens to take more than a passing interest in the project. If there are no mechanical difficulties in the way he could not see why the bridge should not be built to land on Water street. He did not think an increased expenditure should prevent the building of the bridge at Charlottetown. With a view to getting at all the facts of the case he submitted the following resolution:

Resolved, that this meeting requests the Local Government to furnish the Board of Trade with plans and specifications of the proposed bridge across the Hillsborough river, showing each route, where located, distance apart, number of binnings, with depth of each, also points of landing and rail connections.

Mr. Walter Matheson seconded the motion. The resolution was put to vote and unanimously adopted.

Premier Farquharson then submitted and read the report of the engineer appointed to survey the sites proposed for the bridge. The report reads as follows:

Chief Engineer's Office, Moncton, N. B., Jan. 23rd, 1900. MURRAY HARBOR BRANCH.

"HILLSBOROUGH BRIDGE AT CHARLOTTETOWN—P. E. I.

D. Pottinger, Esq., General Manager Government Railways Moncton, N. B.

DEAR SIR,—Referring to your letter of the 6th October, 1899, instructing me to make borings and surveys for the Hillsborough Bridge, on a site opposite Cumberland Street, as well as on the Shipyard and Mutch's Point site; I beg to submit herewith on line longitudinal sections, showing the rock line and mud line from actual borings and soundings; also concrete and stone substructure, together with non superstructure.

SUB-STRUCTURE.

The rock lines on both sites have been located by actual borings and the river bed by soundings. The longitudinal sections show that it is proposed to support seven piers on piles driven to the rock, and extend four others down to bed rock by the pneumatic process; as at these four places the mud is not sufficiently deep or firm to warrant the use of piles.

The piers are designed to be of cement concrete, laid in the dry up to a point four feet below low water, and from this point freestone masonry to the top.

CHOICE OF SITE.

In this report the Shipyard and Mutch's Point site will be designated site No. 1 (drawing No. 2.)

The Cumberland site will be designated site No. 2 (Drawing No. 4.)

The difference in cost in favor of Shipyard Point (Site No. 1) is \$88,360.99, not considering the cost of the right of way necessary to reach the Charlottetown end of the bridge on site No. 2.

DEPTH OF WATER.

Compare the drawings on site No. 1: All the pneumatic piers are in shallower water than on site No. 2. On the latter side, an additional depth of 49 vertical feet of pneumatic work will be necessary. Two piers on this site would almost reach the extreme limit of this class of work and consequently the danger and uncertainty would be largely increased; so much so indeed, that a slight accident to the machinery supplying the workmen with compressed air at the highest limit of pressure, would probably lead to loss of life and much extra expense.

APPROACH TO BRIDGE ON SITE NO. 2.

The railroad approach to the Charlottetown end of the bridge on site No. 2, from its close proximity to the station, would be on a grade of 92 feet per 100 feet, and the sharply curved approach would begin immediately at the end of the station. This would be a very inconvenient arrangement for trains and also for passengers.

FUTURE EXTENSION OF THE RAILWAY YARD

In a few years the terminal yard will

probably extend to twice or thrice its present dimensions. The extension of tracks will naturally be east towards Shipyard Point; and to place a grade crossing and bridge approach over what soon must be the centre of the system of tracks forming the Charlottetown terminal yard, would in my opinion be a very serious error. It would render the yard tracks almost useless for shunting purposes or for storing cars. Gates and watchmen would be needed, and even then, the great danger to the public and delay to traffic in crossing so many tracks at rail level, would limit to a large extent, the usefulness of the bridge and practically make the whole scheme a failure.

OPENING OF THE DRAW.

On site No. 2 the draw would be opened more frequently than on site No. 1 and both the railroad and highway traffic delayed to a greater extent.

HARBOR ROOM FOR SHIPS.

With a bridge on site No. 2, the ship room of the harbor would be much reduced and the bridge itself would be in danger from vessels to a greater degree than on site No. 1.

LOCATION OF RIVER BRIDGES NEAR CITIES.

In many places in the United States, large river bridges are purposely placed in or beyond the suburbs of the cities to afford room for terminal yards, parallel to the shores. This occurs at Wheeling, Va., Cairo, Ill., Platt-mouth and other places.

FUTURE IMPROVEMENTS.

With the bridge on site No. 1 and the removal of the engine-house and machine-shop to Shipyard Point, there would be ample room for an up-to-date passenger station on the site of the present building, with covered platforms extending back to Prince Street. Increased siding room may be had to the east by filling in the pond shown on plan No. 1, thus relieving the congestion which now exists at the west end of the present yard.

Considering the increased cost, danger and difficulty of construction, the present and future needs of the Railway and the convenience and safety of highway traffic over the bridge, I have to say that I cannot recommend the selection of site No. 2.

Before any further work can be done towards making plans and specifications on which to invite tenders for the bridge, it will be necessary to have decisions on the following points:—

1. The Site.
2. Approval of concrete bases and masonry tops for piers.

Respectfully submitted, (Sgt.) Wm. B. MACKENZIE, Chief Engineer.

Hon. Mr. Farquharson said he would obtain the information asked for by the resolution from Hon. Mr. Blair at the earliest possible moment. He understood from Mr. Blair that if it was agreed to pay 3 per cent interest on the difference of the cost of the two sites the lower one might be obtained.

Attorney General McKinnon said he did not understand it in that light. He understood that the extra cost would be solely on our account. Of course it is desirable that the bridge should be built as near to Charlottetown as it was possible. But the engineer's report was against the Cumberland Street site, and Mr. Blair would not go contrary to that report. He thought in view of all the facts, it would be proper to decide upon the Kensington site, and let the work be proceeded with at once. A delay would seriously endanger the work, and might kill the project. He had the contract for this site all ready, and Mr. Blair was ready to go ahead with the work. The terms of the contract, he added, were very satisfactory.

Mr. T. A. McLean thought that it was desirable to obtain further information regarding the cost and character of the work to be done before committing ourselves to a site. Approaches and land damages should be estimated for. He thought the only difference in cost that would exist would be the cost of the forty-nine feet piers referred to in the engineer's report. The rest of the piers may be in shallower water, and there would not then be any material difference in the cost of the bridges.

In reply to a question Hon. Mr. Farquharson said that the bridge it was likely would be built would be one with a passage-way for pedestrians on both sides, and a track in the centre for trains and vehicles. It would be 17 feet wide clear of the passage-way.

Hon. Mr. Rogers said he wanted the bridge as near the city as possible. But if we could not get it at Cumberland street the other site should be selected. Delay might jeopardise the work.

Mr. B. C. Prowse said he believed that some of the delegates made up their minds before leaving for Ottawa to have the bridge built at Kensington.

Messrs McKinnon and Rogers both repudiated the idea.

Mr. Prowse said he understood the premier to say the bridge could be built on the lower site if the people put up the difference in the cost. He believed the people would willingly put their hands in their pockets to do this.

The premier said the bridge would come anyhow, and it should be where the people wanted it. If it cannot be put, on the lower site then let it go on the other one.

Hon. J. R. McLean said the lower site was undoubtedly the popular one, if there were no engineering difficulties in the way. If it could be built there he was prepared to go before his constituents and justify the extra expenditure.

A Attorney General McKinnon said that if the premier could have had the Cumberland Street site he would have got it instead of the other.

The discussion was continued by Messrs R. B. Norton, N. Rattenbury, W. A. Week, Walter Matheson, A. W. Storer, D. Nicholson, Frank Beales and others,

the consensus of opinion being favorable to the lower site if it were possible to obtain it.

The premier again said he had Mr Blair's word for it that the lower site was open providing it was practicable and the interest on the extra cost was paid. The adoption of the lower site might mean a few weeks delay to our plans, but he did not believe Mr Blair would take advantage of this.

The meeting then adjourned to re-assemble at the call of the premier when he receives the information asked for by the resolution.

Local and Other Items.

CALEDONIAN CLUB.—Regular meeting tonight.

MEETING.—Alpha Rebecca Lodge tonight.

C. M. B. A.—Branch No 215, C. M. P. A. will meet in the A. O. H. Hall this evening at 8 o'clock.

I. O. F.—Regular meeting of Court Avondale tonight at 8 o'clock. Payment of dues and other important business.

THE ADMIRALTY COURT.—All the witnesses for the Tiber will, it is thought, be examined this afternoon. Captain Deslisle was on the stand at noon.

DEVELOPMENT SOCIETY.—The debate is held tonight at 8 o'clock in the Y M C A. Room. Subject—"Are the works of nature or of art the more beautiful?" Invitation extended to all young men.

THE WEATHER.—The lowest temperature during last night was 6½ below zero. The temperature at one this afternoon was 1½ below zero. Last year there was no zero weather after the 12th February.

SOMETHING UNUSUAL.—Prowse Bros. deserve great credit for the very original way they advertised their business this morning. Thirty-five wagons, each loaded with their spring goods which have just arrived, passed through the principal streets in a long line. Arriving at the firm's store each wagon deposited its freight.

CRONJE'S SURRENDER.—There is great rejoicing in Charlottetown today over the unconditional surrender of General Cronje. Flags are floating from the public buildings and every place of business that has a flag staff. The fire bell was also sounded, and all the steam whistles in the city were blown. The scholars of Queen Square School assembled in front of the Provincial Building and chanted and sang "God Save the Queen." They subsequently paraded the streets carrying flags and beating the drum. The students of St. Dunstan's College have been given a holiday, and are celebrating the British victory by the singing of patriotic songs, etc.

PERSONAL.

Mr. Robert Harris has been re-elected President of the Royal Canadian Academy.

Ash Wednesday, St. Peter's Cathedral, Holy Communion 7.45 and 11 a. m. Children's service 5 p. m., evensong and sermon 7.30 p. m.

During Lent special courses of sermons will be preached in St. Peter's Cathedral on Sunday mornings and evenings and Wednesday evenings; and lectures upon English Church History on Friday evenings; Children's service every Wednesday at 5 p. m., Bible instruction on Thursdays at 5 p. m.

Mr. T. C. James will deliver his lecture on the Soudan war, illustrated with stereopticon views in the hall at Stanley Bridge on Friday evening, March 2nd. Doors open at 8 o'clock. Admission 15 cents.

On account of the unfavorable state of the roads the members of Court Mount Stephen, I. O. F., have decided to postpone their fraternal visit to Court Wiltshire of Brookfield, until Wednesday evening, March 7th.

At the Meeting of the Natural History and Antiquarian Society next Monday Rev. T. H. Hunt, M. A., B. D. will be the lecturer, his subject "A sketch of Ancient Egypt." The public will be welcomed.

FUNNY songs, comic recitations and dialogues, in fact everything to make a first-class evening's fun. At Hunter River on Thursday the O. Y. B. concert and social. Admission 10 cents. Ladies with pies or baskets free.—2 in.

Your Nurse

We'll recommend you to use a good, fresh and palatable Emulsion of Cod Liver Oil for the children when they are losing flesh, and are pale and sickly. It puts color in their cheeks and fat on their bones. This will apply equally well to adults.

Johnson's Emulsion

Is pleasantly flavored, and at this season of the year is especially beneficial.

Large bottles 50 cents Sold only by



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Bad weather seems to be no hindrance to the sale of our

39c Dress Goods.

The steady demand continues from day to day, hundreds of yards being sold.

It is good business to buy now. Plaids. Blacks. Colors. Plains and Fancies.

39c Per Yd.

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Men's light Boots

To wear with Rubbers

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We have put in our window 58 pairs Men's Dog-gola Elastic Side Boots, retail price \$1.50, which we will clear out at 99 cents a pair. They are new stock. All sizes and good fitters—just the Boot to wear with rubbers (our object in making this great cut is—too many in stock—want to lower them—need the money.)

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Old Wringers repaired New rolls for old Wringers

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