

THE DAILY EXAMINER

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THE WEEKLY EXAMINER is issued every Friday morning. It is made up of matter which has appeared in the Daily, and is a first-class newspaper, containing all the latest news. Subscription \$1.00 a year.

NOTES AND COMMENTS.

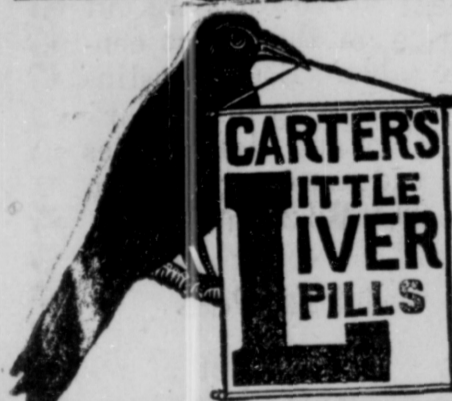
Commenting upon the prospective deficit of \$250,000 in the accounts of the Intercolonial railway, the Montreal Gazette remarks that "Mr Haggart, in his conservative time, showed a slight profit on the road, but he had not the Drummond County attachment to care for. Mr Blair and his friends come high, from the country's point of view, but Sir Wilfrid Laurier must have them."

There is one lesson, says the Ottawa Journal, which the Canadian military authorities ought to learn from the history of the Spanish-American war. It is that good marksmanship is a most important factor in the efficiency of a soldier. The accuracy of American and the inaccuracy of Spanish gunners gave the United States easy victories at Cavite and Santiago. Canadian militiamen do not receive enough instruction and practice in the use of rifles.

Farming reports that so effective has been the method of shallow cultivation followed at the Ontario Experimental Farm at Guelph that the crops grown this year are greater than ever. The yield per acre has increased so rapidly that Mr. Kennie, the Farm Superintendent, writes: "The Government will have to build larger barns or we will have to return to the old system of cultivation."

Great Britain, at least, seems to have been careful to appoint to the Quebec commission a thoroughly informed and competent representative. It is said that during his visit to the Pacific coast, Lord Herschell was asked by a reporter if he had seen the British Columbia sealers' memorial. Lord Herschell said he had, and it contained nothing he did not know before. It is satisfactory, as the Montreal Gazette remarks, to know that Lord Herschell has taken the precaution of getting himself well posted on the subjects he will have to deal with. He will bring a ripe judgment and a strong will to bear upon anything he has to deal with, and Canadians feel the utmost confidence that he will do them justice.

Washington advices state that the work of re-organizing the United States Navy is already under way, and the existing conditions require that no material reduction shall be made in its fighting strength. While the war fleets will be eventually broken up and the vessels distributed to various stations, the work of building up the navy will progress steadily until it is the peer of any afloat. The national policy of the United States has undergone a great change, and the sea power of the country must be made equal to all contingencies. Orders have been given not only for the prosecution of energetic operations at all naval stations to speedily put in perfect trim all the regular war ships, but also a large proportion of the auxiliaries. It has been determined to retain many of the latter in the service, particularly the colliers, hospital ships, tugs, and some of the fast yachts, but the vessels chartered under the postal subsidy law, such as the St. Paul, St. Louis, Harvard and Yale, will be returned to their owners.



CARTER'S LITTLE LIVER PILLS

SICK HEADACHE Positively cured by these Little Pills. They also relieve Distress from Dyspepsia, Indigestion and Too Hearty Eating. A perfect remedy for Dizziness, Nausea, Drowsiness, Bad Taste in the Mouth, Coated Tongue, Pain in the Side, TORPID LIVER. They Regulate the Bowels. Purify the Blood.

Small Pill. Small Dose. Small Price. Substitution the fraud of the day. See you get Carter's, Ask for Carter's, Insist and demand Carter's Little Liver Pills.

LETTERS ABOUT NEWFOUNDLAND Resources and Industries of the Country.

REGULAR PARADISE FOR SPORTSMEN.

Points Along the Line of Railway Described.

(Correspondence of THE EXAMINER.)

Backed by the credit of the British Government money could be borrowed at a lower rate, and the annual interest considerably decreased. Large reduction would also be effected in the annual cost of administration. By a rigid system of economy, such as British officials, untrammelled by local considerations, would be sure to enforce, the Island would probably in the course of a few years struggle through its present difficulties. There is of course a natural repugnance on the part of the people to take such a backward step, and most people feel that Britain should deal generously with the ancient colony. Its history has been one long record of misrule, and today the Island is badly hampered by the blundering if not worse, legislation of British statesmen of long ago. Take the much-vexed question of the French shore which we notice one of your contemporaries seems to consider impossible to understand. By the treaty of Utrecht (1713) it was agreed between the English and French that the sovereignty of the Island was to be in the hands of England, and that it should not be lawful for the French to fortify any place in the Island or to erect any buildings there besides stages made of boards and huts necessary and useful for drying of fish or to resort to the said Island beyond the time necessary for fishing and drying of fish. But it shall be allowed to the subjects of France to catch fish and to dry them on land in that part only, and in no other besides that, of the said Island of Newfoundland, which stretches from the place called Cape Bonavista to the northern point of said Island and from thence running down by the western shore of said Island, reaches as far as the place called Point Riche. Here is the beginning of the French shore dispute. The British Government was urged on all sides to exclude the French from Newfoundland, but they refused. At the treaty of Versailles (1763) the French claimed the exclusive right to the Newfoundland fishery from Cape John to Cape Bay. Lord St. Helens told them that he could put no such terms into the treaty, as the British Ministry dared not give away British territory. A deadlock ensued, when St. Helens proposed that the exclusive right should not be mentioned in the treaty but that "we should promise ministerial consent to secure it to the French fishermen by means of proper instructions to that effect to the Government of Newfoundland. This was agreed to by the French Commissioner. Practically a sham treaty was presented to the House of Commons, the real treaty depending on the word of the minister and afterwards on the declaration of the King. The treaty ceded to the French the islands of St. Pierre and Miquelon and assigned to them the same rights between Cape John and Cape Bay as Utrecht had assigned to them between Cape Bonavista and Point Riche. But the declaration of the King of Great Britain says: "His Britannic Majesty will take the most positive measures for preventing his subjects from interfering in any manner by their competition with the fishery of the French during the temporary exercise of it which is granted to them upon the coasts of Newfoundland, and he will for this purpose cause the fixed settlements which shall be formed there to be removed."

Under this declaration the French claims become remarkably clear and had they been able to occupy the ground from Cape Bay to Cape John, it seems they might readily have maintained exclusive rights to the fishery, but they never did so, and today they have virtually abandoned the Treaty shore. In 1889 their whole fleet on this long stretch was 14 vessels of 2374 tons with 234 men, and since then it has greatly decreased. Meantime the English population has increased to over 13,000 permanent settlers. Yet the English government allowed the French to do practically as they liked, and Lord Salisbury was the first English minister to put his foot firmly down and declare that no French officer would be permitted to seize English boats, cut English nets, or to drive English fishermen out of their own harbor.

Another question which arose was that of lobster fishing. At the time of the treaties fishing obviously meant cod-fishing, the only one then known. The French demanded that they should have the right to fish lobsters and to erect permanent buildings as necessary for that particular fishery. This was recognized under a modus vivendi in 1890 which recognized the existence of the factories of both nations, erected prior to July 1st 1859. The question of the legality of the fishery being left in abeyance. But a serious difficulty now arose. A merchant of St John's, Mr James Baird had erected a lobster factory at a point on the West coast where the French had never had an establishment, and where the cod-fishery could not be prosecuted. As the factory was not included in the modus vivendi, the French commander

insisted that it should be closed. Mr. Baird refused and then a party of English men-of-war sailed on English soil to close up an English factory at the bidding of a French naval officer. Is it any wonder that Newfoundlanders feel aggrieved over the French shore question? It is satisfactory to learn that Mr. Baird sued the English commander, Sir Baldwin Walker, and was successful even before the Privy Council. Matters are now in statu quo. The Newfoundland House of Assembly refuse to pass a permanent measure, the French decline to proceed with arbitration on the lobster question and the British Government is placed in an awkward position through the repeal of the old acts for the enforcement of the treaties and of George III declaration of 1783. The Newfoundland Legislature have agreed to a temporary treaty act till some settlement can be reached. We feel an apology is due to your readers for these dry particulars, but Newfoundland does not receive the sympathy which she has a right to expect on this sore point, which virtually renders almost useless the best portion of the Island. We feel that were she in the Dominion very strong steps would be taken to solve the question, but for the sake of ourselves, the knot should be cut before she becomes part of our Dominion. One of the great objects of the recent mission of Sir James Winter and Hon. Mr. Morine to London was to deal with this vexed matter, and we are pleased to note that they seem to have met with a large measure of success. In saying farewell to the readers of THE EXAMINER, we can only assure them if any of them desire a really new and at the same time pleasant summer excursion they cannot do better than take the S.S. Bruce and the Newfoundland Railway to St John's, and we can assure them of most courteous treatment on the part of every official from Mr. Reid downwards, as well as of a welcome from the good people of Newfoundland, such as we believe can be had no where else.

We should not omit to acknowledge our indebtedness to Prowse's History of Newfoundland for particulars of the French Shore question.

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ABBEY'S Effervescent Salt is an honest preparation, coming as a boon to a disease worried world.

SUNDAY SCHOOL PICNIC.

The annual Picnic of the Baptist Hazel Brook S. S. will be held on the beautiful grounds of Mr. Boswell Jenkins, Mount Abion, on

Wednesday, Afternoon Aug 24th.

Tea will be provided for all those who do not bring baskets. Tickets 15c. Refreshments and Ice Cream will be served and swings and all kinds of amusements will be provided. All are cordially invited to attend. BY ORDER OF COM. 198 w lid II.

\$50,000 Debenture For Sewerage Works of the City of Charlottetown

TENDERS addressed to the undersigned, and endorsed "Tender for Sewerage Debentures," will be received at this office up to the night of

Tuesday, the 23rd of August inst

for the purchase of Fifty Thousand Dollars (\$50,000) of the City of Charlottetown Debentures for Sewerage Works. These Debentures are of the denomination of \$50 each, are payable forty years from date, and bear interest at three and a half (3 1/2) per cent, payable half-yearly. Of the above amount \$20,000 will be issued on the 25th inst; \$15,000 on the 1st October, and \$15,000 on the 1st December next. Tenders will be received for the whole \$50,000 or for parts thereof not less than \$500. The Commissioners do not bind themselves to accept the highest or any tender. D. LAIRD, Chairman

Office of Commissioners of Sewers and Water Supply, Charlottetown, P. E. Island.

P. E. Island Railway 1898 - 1899 St. John Exhibition Sept. 13th to 23rd

Return tickets issued from all stations at one single first class fare, beginning September 12th, ending with September 22nd, limited to return Sept. 27th.

Special Low Rate .....\$3.50

Not more than \$3.50 will be charged from any station on the Railway on tickets which will be issued at all stations and on trains on the 14th and 19th September and limited to return four days, exclusive of date of issue and Sunday. G. A. SHARP, Superintendent.

Railway Office, Charlottetown, August 3, 1898-2aw sw w4i

IT PAYS TO BUY AT PERKINS Men's Shirts Men's Neckties Men's Socks Men's Underwear HIGH CLASS DRESS GOODS. F. Perkins & Co. SUNNYSIDE.

MARITIME PROVINCES AMATEUR ATHLETIC ASSOCIATION. The Eleventh Annual Championship Games. THURSDAY, SEPTEMBER 8th, 1898

Water Powers and Water Supply Systems proposed or existing examined and reported on. Drainage and Municipal Works generally. Surveys of every description undertaken.

P. E. ISLAND COMMERCIAL COLLEGE. PRINCIPAL I. OXENHAM. Arithmetic, Shorthand, Typewriting Penmanship, Business Correspondence Commercial Law.

50 YEARS' EXPERIENCE PATENTS TRADE MARKS DESIGNS COPYRIGHTS &c. Scientific American.

MONEY TO LOAN. On Farm Property also on Real Estate within the limits of the city in sums from two to five hundred dollars at a reduction on current rates of interest.

Just Received a nice assortment of BLOUSE SETS the newest designs in sterling silver and rolled plate, and selling very low. W. N. TANTON

MCCONNELL & MARION CIVIL ENGINEERS. HENRY R. LORDLY C. E. A. M. Can. Soc. C. E. Graduate College of Civil Engineering Cornell University.

Pant Line. To Boston COMMENCING MAY 10th. The favorite S. S. "HALF-FAX" will leave Charlottetown for Boston Every Tuesday, at 1 p. m. calling at Hawkesbury and Halifax. RETURNING leave Boston every Saturday at noon. Passengers leaving Ch'own Wednesday morning via Picou, can make close connection at Halifax with S. S. "HALIFAX" Sailing Wednesday evening at 11 p. m. Tickets for sale at stations P. E. I. Railway. For further rates and all information apply to H. L. Chipman, Canadian Agent, at Halifax, or to W. W. CLARKE, Agent, Ch'own.



STEAMERS: Northumberland & Princess Leave as below every day (Sundays Excepted) From POINT DU CHENE (on arrival of afternoon train from St. John) for Summerside, connecting there with express train for Charlottetown. From SUMMERSIDE (on arrival of morning train from Charlottetown) for Point Du Chene connecting with day train for St. John. Connection at Moncton with train for Canada and at St. John with Steamers of International Line and Railways for United States and Canada. From PICTOU (on arrival of day train from Halifax) for Charlottetown. From CHARLOTTETOWN, seven a. m. (local) for Pictou, (connecting there with day train for Cape Breton and Halifax, at Halifax with C. A. & P. Line for Boston.

F. W. HALES' Ch'own, P. E. I. SECRETARY Quebec Steamship Co'y, Ltd.

"STR. CAMPANA" Sailing from Montreal at 6 p. m. Monday 6th June Monday 20th June Monday 4th July Monday 18th July Monday 1st August Monday 15th August Monday 29th August Monday 12th Sept. Monday 26th Sept. Monday 10th Oct. Monday 24th Oct. Sailing from Charlottetown about 6 p. m. Monday 30th May Monday 13th June Monday 27th June Monday 11th July Monday 25th July Monday 8th Aug. Monday 22nd Aug. Monday 5th Sept. Monday 19th Sept. Monday 3rd Oct. Monday 17th Oct. Monday 31st Oct. Calling at Summerside, Perce Gaspe Mal Bay and Father Point. Delightful summer trip for tourists. Passenger accommodation unsurpassed. Freight carried at competition rates. Eggs handled with greatest care. CARVE BROS Agents

McGill University, Montreal SESSION 1898-9 Matriculation Examination, preliminary to the various Courses of Study, will be held as under: Faculty of Arts (including the Donada Special Course for Women. Thurs. 15th Sept. Faculty of Applied Science Faculty of Medicine. Tues. 8th Sept. Faculty of Law Faculty of Comparative Medicine and Veterinary Science, Sat. 17th Sept. \*The Revised Curriculum in the Faculty of Arts comprises courses in Classics, English, Modern Languages, History, Philosophy, Mathematics, Physics, Chemistry, Botany, Zoology, Geology. These courses are open also to PARTIAL STUDENTS without Matriculation. \*In the Faculty of Applied Science the courses in Civil, Mechanical, Electrical, and Mining Engineering, Chemistry, and Architecture, are also open to PARTIAL STUDENTS without Matriculation. Examinations for 20 FIRST YEAR ENTRANCE EXHIBITIONS in the Faculty of Arts, ranging from \$60. to \$200. will be held on the 15th September at Montreal, St. John, N. B., Halifax, Charlottetown, St. John's Nfld., and other centres. The MCGILL NORMAL SCHOOL will be re-opened on 1st September. Particulars of Examinations, and copies of the Calendar, containing full information as to Conditions of Entrance Courses of Study, Regulations for Degrees, Exhibitions and Scholarships, Fees, etc., may be obtained on application to W. VAUGHAN, Secretary w d & sat