

IS IMITATION THE SINCEREST FORM OF FLATTERY."

**MINARD'S LINIMENT**

has extraordinary merits, and is in good repute with the public, is that IT IS EXTREMELY Imitated. The imitations resemble the genuine article in appearance only. They lack the general excellence of Genuine

This notice is necessary, as injurious and dangerous imitations, called WHITE LINIMENT, &c., liable to produce chronic inflammation of the skin, are often substituted for MINARD'S LINIMENT by Dealers, because they pay a larger profit.

They all Sell on the Merits and Advertising of MINARD'S.

One in particular claiming to be made by a famous proprietor of MINARD'S LINIMENT, which simply is a lie.

INSIST UPON HAVING  
**MINARD'S LINIMENT**  
MADE BY  
**G. C. RICHARDS & CO.,**  
Yarmouth, N. S.

Another  
Week  
of  
Boot  
Bargains

20  
to  
30

per cent  
discount

on all Boots and shoes—  
Sale will close—as soon  
as new goods arrive—  
This is your chance.

**R. K. JOST'S.**

Stamper's Corner.

**THE DAILY EXAMINER**

MARCH 20 1900

**THE BRIDGE BUSINESS.**

Our report of the meeting held in the Legislative Council Chamber, yesterday forenoon, was crowded out of yesterday's issue of THE EXAMINER; and we think that an extended report, to-day, is unnecessary. It is enough to say that Premier Farquharson stated, clearly and forcibly, the popular objections to the site at Shipyard Point and the strong reasons why the proposed bridge should be located not farther east than the line of Cumberland street. To these, Mr. McKenzie replied, in effect, that the business of the railway would so greatly increase in the course of twenty to fifty years that yard room and shunting ground would have to be sought at the northeast end of the line of Cumberland street as well as on the southwest towards the Ferry wharf, that shunting trains would pass the end of the bridge perhaps, on an average once in two minutes, and that the Cumberland street site would therefore be impossible for ordinary traffic across the river. Mr. McKenzie referred to some other objections to the latter site. But this was the chief one. Afterwards when pressed to state whether or not sufficient yard room could be found west of the line of Cumberland Street, Mr. McKenzie said that "no amount of accommodation you could make east of ferry wharf would justify the putting of bridge on Cumberland site."

This point is one that had not been considered by the merchants and other gentlemen present. It was not raised by Mr. Brown, C. E., who surveyed the several sites and reported,—

"A bridge between the old Shipyard Point and Wm. Muthoh's Point, is too far away from the centre of the town.

"A bridge from the foot of Cumberland Street passing the railway curve to Point E., would be centrally located, is above all the wharves, is somewhat less expensive than the first (at Shipyard Point) and would be easily accessible."

Of course the opinion of Mr. McKenzie with respect to the magnificent expansion of railway business to take place within the next twenty years found no response in the convictions of sober-minded men acquainted with the size, and resources, and present development of Prince Edward Island. But the idea was sprung upon them suddenly and unexpectedly, and they were unprepared to meet it. Moreover they saw clearly that the matter was

wholly in the hands of the Canadian Government, that the Canadian Government would, willy-nilly, be guided by their engineer's report, that if they were to accept the suggestion of Mr. McKenzie as to the appointment of a special commission the act would be ungracious and while a chance of obtaining the site they desired might be obtained, might result in the postponement of the construction of the bridge for years to come. So they acquiesced in the resolution, moved by Mr. Horace Hazard and seconded by Mr. J. F. Baker, requesting the Premier "to sign the contract and have the work proceeded with at the earliest possible moment." That is to say without knowing what the stipulations of the agreement are, or what kind of a bridge is to be provided, or what provision has been made for its maintenance, they asked Premier Farquharson to do the only thing remaining within the power of the Provincial Government, viz: sign the agreement and pledge the money of the Province to the extent of close upon if not fully \$12,000 a year, for a bridge which is very much out of the way for traffic purposes and will be useful chiefly as a railway bridge. And, much as he is opposed to the Shipyard Point site, Premier Farquharson will be compelled, as the merchants at the meeting were compelled, to acquiesce in the agreement whatever its terms may be. Premier Farquharson was persuaded to "go it blind" last year when the Provincial bill respecting the bridge was passed, and he now falls helplessly into the ditch which was then dug. The folly which the Opposition, by the press and in the Legislature, warned him against is now apparent to all.

We give Premier Farquharson full credit for his late exertions on behalf of the Provincial interests in the bridge. But he must see—as the merchants present at the meeting saw—that the Dominion authorities have made up their minds, and that the Cumberland street site must be given up. With the Cumberland street site must also be given up the hope of having railway extension to the wharves, except at their owners' expense, as well as a station house at the foot of Great George Street or Queen Street.

The railway officials have regarded the matter from a railway point of view. The railway will carry more passengers, of necessity, over the bridge at Shipyard Point than over a bridge at the foot of Cumberland street, and \$400,000 of the money of the Province will be taken to that end. The idea of tolls—for foot-passengers at least—must be abandoned. To compel a poor man in Charlottetown or Southport to walk to Shipyard Point and then make him pay a toll for the privilege of walking on the bridge, would be an outrageous hardship. The hope that the Province would be recouped in some part of its outlay on the bridge must now be abandoned.

As a railway bridge, the bridge at Shipyard Point will, without doubt, be beneficial to the people of the Province. At any rate, the Province will pay a large proportion of the cost which, in other provinces in which the Dominion Government builds branch railways, is borne wholly by Canada.

**NOTES AND COMMENTS**

—A correspondent reports that, "a largely signed petition is in circulation in the County of Charlottetown and Ward Five (of Grit supporters) asking the present government to make immediate changes or lose their support."

—A movement is on foot to establish a line of steamers to ply between Miramichi, Chatham, Alberton, Malpeque, Souris, Canoe and Sydney at regular intervals all summer. No doubt a splendid trade could be carried on between those ports and the government—Federal and Local—ought to encourage such a necessary line of intercommunication by a proper subsidy. We hope to see it in full operation next season.

Wash Goods From Auld Lang Syne

The newest wash goods.—The perfect taste, the new beauty, the effective daintiness bring voluntary expressions of surprise from most ladies who view them. The Big store has put into stock many pieces of Scotch crumbs prints, washing cambric, new wash perils, new Scotch ginghams, new Scotch zephyrs, New Zealand sateens, new Swiss muslins, new grenadine muslins, colored, 25 cents, new galestias, new ducks, blue, white and other shades, new wash shrink crash for bicycle suits, (Roman satin.) Give us a call for Scotch ginghams—everyone a washer.—James Paton & Co. daily & wky tf.

**Free Treatment.**

**For Catarrh, Asthma, Bronchitis, Influenza, Colds.**

You have probably read of the new Catarrhose method of treatment and its wonderful cures of these diseases. We want you to try Catarrhose and be convinced of its merit. For a short time we will send to readers of this paper, free, a 25c outfit, sufficient in most cases to permanently cure. Send your address and enclose 10 cents in stamps to cover the cost of mailing. N. C. POLSON & Co., Kingston, Ont.

The sprinkling of railway lines with oil is valuable in that rain does not penetrate the oil-dusted crust, and that vegetation along the line of the rails is destroyed.



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For all the leading  
Mercantile Houses  
in Prince Edward  
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Haszard & Moore

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La Industria,  
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Picador,  
El Merito and E  
Fenix.  
Cigarettes, Tobacco, Pipes.

Macdonald's Drug Store

We Couldn't

do  
Poor Work  
if

We Wanted to—we  
Don't Know How

We Learned Our Business  
the  
Other Way.

Bruce Stewart and Co'y.

"THE MODERN"

Founders Engineers & Machinists  
Steam Nav. Co'y's Wharf  
Ch'town, P. E. I.  
Phone 125

**DR. GORDON ALLEY**

**PHYSICIAN & SURGEON**

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Office Hours—9 to 10, a. m., 1 to 3  
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Prompt attention to country calls.

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The highest for scrap iron,  
lead, copper, brass or any old  
alloy at Esdale Foundry.

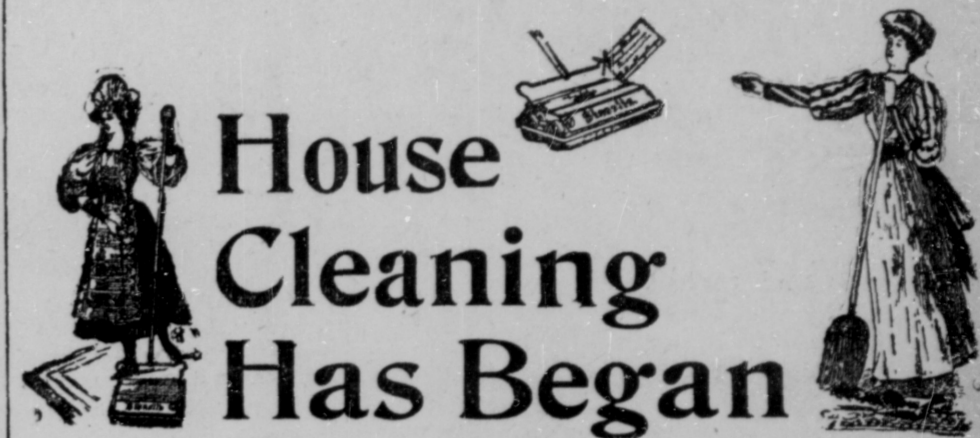
T. A. McLEAN,  
Charlottetown



**THE CELEBRATED**

are renowned all over P. E. Island.

Mr. Paton has sold them nearly 25 years, that's enough guarantee. There is one of Crossley's Velvets on the Davies Hotel Ladies' Parlor floor for over TEN YEARS, that



**House  
Cleaning  
Has Began**

ought to be enough argument in favor of Crossley's Carpets, and then when you consider that they are only a trifle higher. The Carpet we referred to at the Hotel did double the service than any other carpet in the house, costing far more than Crossley's.

What has come to the front within the last few days.

**Crossley's Velvet Carpets,  
Crossley's Velvet Squares,  
Crossley's Brussels.**

**Crossley's Brussel Squares, all sizes.**

**Lace Curtains and Curtain goods by the yard.**

**American Carpets,  
Canadian Carpets,  
Squares by the 100,**

**53 ends of carpet or  
remnants cheap to clear.**

**New straw matting.**

Give us a call when you begin renovating.

**Jas. Paton & Co.**

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**THE GREATEST HEADQUARTERS**

FOR DAIRYING OUTFITS AND  
SUPPLIES IS AT

**J. D. BELLS**

There are several reasons for this. He was the first in business, imported the first supplies, and for many years was putting in entire plants in many of our first factories. Also made hundreds and hundreds of cans before anyone else thought of, and now supplies the following articles:

8 to 12 horse power boilers with all fixtures, pipe, etc, engine vats, presses, curd racks, curd mills and buckets, strainers, weighing cans, and conductors, scales, testing machines, glassware, curd knives. In fact everything required for an entire outfit. 1000 yards bandage cotton, 150 gallons Hanson's Rennett, coloring, rubber hose, and all supplies needed. All goods are the best obtainable. Parties needing any of the above, kindly place orders at once!

**J. D. BELL,**

Montague, P. E. I.

**D. C. McLEOD**

BARRISTER, ATTORNEY, SOLI  
CITOR, ETC.

OFFICE—Bank of Nova Scotia  
Building, Charlottetown.  
dy 3 mos wky 1 year.

**Peaches**

3 lb tins—25c.  
2 lb tins—17c.

**Strawberries  
Raspberries  
AND  
Plums**

2 lb tins—13c.

A nice line of prunes at 8c  
per lb.

**SANDERSON & CO**  
GROCERS

**TENDERS.**

Tenders will be received by the undersigned up to noon of March 31st for the erection of the New Parochial House at Kelly's Cross, Lot 29.

All material supplied by the Parish. Plans and specifications may be seen at the parochial residence, Kelly's Cross, and at the office of W. C. Harris, A. R. C. A., Architect, Charlottetown.

The lowest or any tender not necessarily accepted.  
D. B. REID, P. P.  
Kelly's Cross, March 12th, 1900.  
2 aw & wky. pat. watc. herald.

**FOR SALE OR  
TO LET**

That nicely situated residence, with out buildings, on the Malpeque Road, one mile from Post office, with 9 or 32 acres of land, as desired.

Apply to  
J. T. PEARDON.

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**Wool Charlottetown Wool**

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ed Bannockburns are  
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We represent the  
**MONCTON WOOLEN  
MILLS.**

We always keep on hand a large supply of tweeds made by this celebrated mill. Ask for the double and twisted Bannockburn. they are positively the best goods to wear that's made.

We also keep a large range of Scotch, English and Canadian tweeds, and we take wool in exchange for any goods in the store.

**F. PERKINS & Co**

SUNNYSIDE.

Charlotte town.