

# Plant Line. To Boston

COMMENCING MAY 10th.

The favorite S. S. "HALIFAX" 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'town Wednesday morning via Pictou, 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'town.

## Furness Line of Steamers.

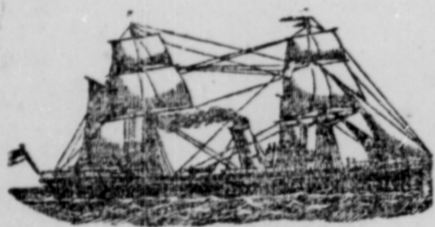
Halifax to Great Britain

S. S. "Halifax City" leaves Halifax for London 14th July.

This steamer has been fitted up with Cold Storage. Shippers of perishable produce should apply early.

**W. W. CLARKE,** Agent

## The Ch'town Steam Nav. Co



### STEAMERS. . . . . Northumberland and 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.

Connect 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 p. 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'town, P. E. I. SECRETARY

## Quebec Steamship Co'y, Ltd.

"STR. CAMPANA."

| Sailing from Montreal at 2 p. m. | Sailing from Charlottetown about 6 p. m. |
|----------------------------------|--|
| Monday 6th June                  | Monday 30th May                          |
| Monday 20th June                 | Monday 13th June                         |
| Monday 4th July                  | Monday 27th June                         |
| Monday 18th July                 | Monday 11th July                         |
| Monday 1st August                | Monday 25th July                         |
| Monday 15th August               | Monday 8th Aug.                          |
| Monday 29th August               | Monday 22nd Aug.                         |
| Monday 12th Sept.                | Monday 5th Sept.                         |
| Monday 26th Sept.                | Monday 19th Sept.                        |
| Monday 10th Oct.                 | Monday 3rd Oct.                          |
| Monday 24th Oct.                 | Monday 17th Oct.                         |
| Monday 7th Nov.                  | Monday 31st Oct.                         |

Calling at Summerside, Perce Gaspé, Mal Bay and Father Point. Delightful summer trip for tourists. Passenger accommodation unsurpassed. Freight carried at competition rates. Eggs handled with great care.

**CARVELL BROS.**  
Agents

### Butter Tubs

3000 Indian make, nicely finished.  
**CARVELL BROS.**  
344 2aw 4 wks

## THE DAILY EXAMINER

JULY 9, 1898.

### A LOST OPPORTUNITY.

"Those whom the gods wish to destroy they first make mad." This old saying has been verified by the conduct of the Spanish naval commanders. It was evident from the beginning that much would depend upon the opposing navies. Comparatively small and weak as Spain is she would have been able to give the United States much trouble if her navy had been made effective for instant use upon the outbreak of hostilities. In point of fact, success upon the sea was, from the beginning Spain's only hope. Yet her statesmen and commanders made but small preparation for the long inevitable war, while those of the United States were straining every nerve to obtain and concentrate effective fleets. So she was caught at a disadvantage in the Philippines and those fine Islands were practically wrested from her by a superior force, which hardly lost a man in the encounter; and so the opportunity to strike at the undefended coast cities and scattered ships of the United States was lost. Cervera remained at the Cape Verde Islands while he ought to have been carrying destruction to the unprepared enemy. But after the consolidation of the United States fleets and army, and the additional strength resulting from the expenditure out of the United States Treasury of millions of dollars per day, and when the United States commanders were ready to give him a warm reception, Cervera came across the Atlantic, coaled at Curacao, and, instead of remaining at sea to smash the enemy's ships in detail, made a dash for Santiago where he was "bottled up" and unable to do anything. Such folly was incomprehensible. For many days the fact was scouted by friends and enemies. The United States fleets concentrated upon Santiago as soon as the fact was assured; and presently an army, also, was investing Santiago. An opportunity for Cervera's fleet to assist in the defence of Santiago was thus afforded. But it was thrown away in the mad dash for the sea,—which resulted in Cervera's imprisonment and the utter destruction of his splendid vessels. If Admiral Camara had been sent to Santiago as soon as Cervera got himself "bottled up," he might easily have made necessary a diversion of the United States forces which would have given Cervera an opportunity to slip out; and the two Spanish fleets might have inflicted much damage upon the United States forces. But Camara went to Port Said where he could do nothing. Spain's chance has thus been thrown away. Not the slightest hope of withstanding her powerful foe remains. The sooner she accepts the terms of the conqueror the better for her people. Her soldiers and sailors have displayed valor; but her commanders have evidently lost their heads. On Spain's part the struggle is now hopeless.

### LOCAL NOTICES.

Paris Green—Two tons for sale at lowest prices at Carters' Seed Store.

Try us for staple dry goods. Flannellets 5c, print cottons 4c, dress muslins 10c.—**W D McKay.**

See our ready to wear pants at \$1, \$1.25, \$1.50, and \$2.00, all sizes, all styles.—**W D McKay.**

All straw hats reduced to half price. See our 20c and 25c hat, worth double the money.—**W D McKay.**

FOR SALE.—Sloop yacht Abegweit fast, sailor, newly painted and overhauled this spring.—**A W Weeks,** Charlottetown, 145 61 e od wk 41.

## Acute Rheumatism

**Pains in the Foot and Limb—A Complete Cure Accomplished by Hood's Sarsaparilla.**

"For a number of years I was afflicted with acute rheumatism in my left side and all the way down my limb into my foot. I live five blocks from my work and had to stop and rest several times in going and coming. I could get no relief from my trouble and was on the point of giving up my job when I happened to hear of Hood's Sarsaparilla. I purchased a bottle of this medicine and a vial of Hood's Pills and began taking them. Before I had half finished them I was relieved and it was not long before I was completely cured. I never lose an opportunity to praise Hood's Sarsaparilla, for my cure meant a great deal to me, as I have a family and must always be at my post."  
**WILLIAM HASKETT,** yardman, Grand Trunk Railroad depot, Brantford, Ontario.

**Hood's Sarsaparilla**

Is the best—in fact the One True Blood Purifier. Sold by all druggists. \$1; six for \$5.

**Hood's Pills** are purely vegetable, carefully prepared, 25 cents.

### A PASSENGER'S COMPLAINT.

DEAR SIR,—The present time tables of the Nova Scotian, Intercolonial and C. P. Railways, seemed to have been framed on the general principle that the existence of people travelling to and from Prince Edward Island, should be completely ignored, or that they should be treated in the general arrangements of interprovincial time-tables as if they were a race of uncivilized and useless heathen. On last Monday morning I left Windsor by the usual earliest morning train, connected with the outgoing train from Halifax, and arrived in Truro ten minutes after the train for Pictou had left. This ridiculously disjointed railway system, makes it impossible for summer tourists or local travellers coming from Boston via the Annapolis Valley to make connections with the Steam Navigation Company's boats without staying a half day in Truro and one night in Pictou. As it was necessary for me to arrive in Charlottetown on the Monday night, I was compelled to purchase a new ticket and travel all the way around by Point du Chene and Summerside. At Painzac a desolate spot in a New Brunswick wilderness, which some blundering railway magnate formerly arranged as the junction of the Point du Chene branch with the Intercolonial Trunk Line, I found thirty or forty Prince Edward Islanders huddled together in a little pen called a railway station, condemned to wait in that situation for some hours, without food, on account of the usual delay of the C. P. R. mail train from Montreal.

My journey from Windsor to Charlottetown, a direct distance of about one hundred miles, took from seven o'clock in the morning until eleven o'clock at night to perform; and the connections were such that it was impossible to get a proper meal at any of the stations on the way.

On last Wednesday, having attended to some business in Kinkora I was driven to the County Line station intending to catch at eight o'clock, the regular evening train from Summerside to Charlottetown. I there found that the C. P. R. mail train would be seven hours late, and would delay the steamer Northumberland at Point du Chene, and that the regular train from Summerside to Charlottetown would not be run until three o'clock at night, and the whole local traffic of the province would be thrown into confusion. The moment that I heard of this ridiculous delay of a regularly advertised train, I found my way to the railway telephone and ringing up one of the Charlottetown railway officials I demanded by the agreement upon my return ticket that either the regular train should be put in motion from Summerside or that I should be furnished with a horse and carriage to drive there as I had business to attend to that could not be delayed, and I would hold him responsible for any loss that I might incur. He answered that he would find the superintendent of the road for me to talk to. But after two hours and a half, I was informed that he could not be found. At about eleven o'clock, I went to the only inn in the village and asked for a room to sleep in until the train should come, and was informed by the woman who kept it that the rooms were all occupied. I suggested that I would be satisfied with a lounge in one of the lower rooms as I only wished a few hours of shelter and rest. This was refused with the excuse that they did not wish to be disturbed after midnight, and I was turned shelterless out into the road. To experience inhospitality is not a pleasant sensation, and I vowed that I would not enter another house in the place if all the inhabitants would come and kneel before me. After looking for a barn or shed I saw three railway cars on the Cape Traverse branch line and climbed into one of them, and there found two respectable old farmers huddled in a corner, a woman and two little children attempting to rest and a number of train men and passengers uncomfortably lying about. When a man is tired, however, shelter and a plank are as delightful as the most exquisite hotel furnishings, and I was soon asleep.

In a mixed assembly of this kind, where all the members are experiencing a mutual share of suffering it is perfectly wonderful how much abuse is heaped upon the head of whatever incompetent authority is responsible for the evil that is being shared; and men who at other times are silent and reserved, become excitable and expressive under such conditions. A train hand told me the following story: Last autumn the train from Summerside to Tignish was seven hours late on account of a delay on the C. P. R., mail service at Alma siding, a lonely place in the woods over a mile from any settlements a woman and some small children were left at the open siding shed at three o'clock on a cold autumn night. The train went on to Tignish, and on its return some hours afterwards the woman was still attempting to shelter her children, the uncertainty of the railway system having made it impossible for her friends to meet her, and being afraid to walk to the settlement she had remained in the open siding shed.

It seems ridiculous that the local railway traffic of Prince Edward Island and Nova Scotia should be sacrificed to the perfecting of the longer routes between Montreal and Halifax, however necessary and useful these may be. The interprovincial system between Halifax, St. John and Charlottetown, should certainly receive more care and attention in the arrangement of time tables, and in addition to the usual return trips from Charlottetown to and from points on the Intercolonial railway, and a series of return circular tickets might be issued to allow business people to leave Charlottetown and call at Halifax, Truro, Windsor, Digby or Amherst and St. John and return by Summerside. The same kind of circular return ticket could be sold from Summerside as a starting point, or any of the points on the line. I remain,  
Yours respectfully,  
**W. C. HARRIS, JR.**

# Give Us a Look.

It's a modest way of asking you to buy you cool goods here, for we know if you look you'll buy. The question of keeping cool and dressed up at the same time is easily solved. We can help you do it.

## CRASH SUITING

36 inches wide, only.....30c per yard  
28 " " " .....22c per yard  
36 " " " .....15c per yard

## DUCK SUITING

in a nice range of colors. 28 inches wide, only 10c per yard.

## GRENADINE

in a variety of colors; 28 inches wide, at only 15c per yard.  
Also a nice line of Organdies,—Lappet Mills—check and spot muslins, washable prints and sateens.

## SUMMER CORSETS

Strong net. bones covered with French sateen, cool and shapely for hot weather wear, at a very cool price.

## WOMENS NECKWEAR

Hot days are collar wilters, but never mind, we've got a variety of styles in those all linen collars to sell at 2 for 28c.  
Fancy Silk String Ties, Fancy Silk Bows, Fancy Silk Ties with lace ends, and fancy Lawn Bows.

## WE ARE MILLINERY LEADERS

# F. Perkins & Co.,

## SUNNYSIDE.

DEALERS IN WOOL.....

## BIGGER & BETTER Trunks

## Valises

## Hand Bags

A nice fresh stock just received.

## T J HARRIS, London House

The Universal Favorite  
and leading Whisky of the day is

# Sanderson's

## Glenlieth

A blend of rare old Scotch, known all over the world for its purity.  
Ask your wine merchant for Glenlieth—  
Sole proprietors:  
Robertson Sanderson & Co. Ltd., Leith Scotland, Established 1846—  
Capital paid up \$350,000.

For Sale by all Leading Wine & Spirit Merchants

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If It's Newsom—It's Good

## The Price is Only Nominal

We are almost giving them away—we mean Bedroom Suits—Our SUITS are well made, well finished—Have nice stylish Chairs and Tables and good mirrors, and when we name the PRICE you will say—why, that is no more than they ask elsewhere for the common kind. We know that—but we are here to give absolutely the best value in Bedroom Suits. We don't play second fiddle to any body—We will be glad to have you drop in and compare.

# MOTT'S

## John Newson