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THE DAILY EXAMINER

JANUARY 8, 1898

TRANSPORTATION CHARGES ON LIVE STOCK

A Paper Read Before the Maritime Breeders Association by F. G. Boyver, Georgetown, P. E. Island.

The aim of the intelligent breeder of pure-bred stock is to produce males having a high degree of excellence in valuable and useful characteristics, and which having descended from a long line of ancestors, distinguished by the same qualities, have inherited that mysterious power called prepotency, or the ability of impressing those inherited and personal traits on their offspring when mated with females lacking in those points of development or tendency.

The enterprising and skillful breeder may succeed in stocking his fields and filling his stables with pure-bred males, which are a credit to his judgment; yet, if the farmer to whom he looks for buyers of his breeding animals and their sales of fat cattle, fat sheep, lambs, pigs or horses, leave them with less cash than if they never owned them, the breeder of pure-bred males will suffer in common with the farmer, and his costly stock remain unsold or sold at loss, and financial disappointment be his reward.

Many of the causes for a depressed state of the market for the farmer's live stock are beyond the reach of man's intervention; so also are losses from disease, failure of crops and accidents. Other causes for the farmer feeling discouraged are unskillful farming and bad management of the live stock. But

COSTLY TRANSPORTATION,

whether caused by an impassable state of the ordinary highways or by unfair and high charges by rail-roads and government subsidized steamboats is a severe drain on the live-stock industry, and a proper subject for the consideration of this association and for remonstrance with the Dominion Government.

When we remember all the circumstances, and tremendous cost to the Maritime Provinces in building the Intercolonial and its branch in Prince Edward Island, we feel that a gross injustice is meted out to the farmers of New Brunswick, Nova Scotia and P. E. Island when our farm produce and live stock is carried over those roads at a greater charge per mile than the same class of freight is hauled over the Intercolonial from the west and placed in competition with our home grown product in our local markets. Maritime enterprise is by this method made the means of robbing Maritime farmers of their natural advantage of nearness to their own villages, towns and cities.

IN PRINCE EDWARD ISLAND

We have a still more rascally addition to our already great drawbacks. Our railroad is called a branch of the Intercolonial, and is under the same general management; yet it grants no through rates to points on the Intercolonial. Stock shipped at the stations in the Island railroad only get a rate to the wharf at Summerside, Charlottetown or Georgetown; then if destined for any point on the Intercolonial or beyond, it has to pay a single animal rate for ferrage across the forty-eight miles of water,—no car rate is allowed. The sum, with wharfage added, that is charged by the Steam Navigation Company for carrying enough of an mals to make a car load of cattle is about thirty-five dollars. A car-load of cattle is carried by the railroad from Toronto to Pictou for sixty-five dollars which is 1200 miles. It will be seen that the railroads carry 600 miles for the same sum that the Island Steamboat charges for carrying 48 miles. Yet we are told that water carriage is cheaper than that on land. But our Island shipper has still a third rate to pay over the Intercolonial. So that by the time the butcher or the horse-trader has got his carload to St. John or Halifax he has paid out much more cash for freight and had more trouble than the man who brought a like lot from Toronto or Guelph.

One trouble Island stock shippers encounter is caused by the want of any real connection between the freight cars and the steamers. Stock coming by cars for shipment by steamer has to be driven a long distance to the boat. Neither yards nor sheds are provided. A typical instance of the hardships endured by men with stock in charge happened on the trip I came across. A man having a bunch of horses intended for the Barbadoes market, via Halifax, owned by Charlottetown men, was getting them down the wharf with the assistance of some boys; unexpectedly the hunting engine came along; one of the horses, a grey owned by Mr. B. Rogers, became frantic with terror, knocked the man down and nearly threw him over the wharf, and was on the jump for home when help came.

The means for shipping stock at that

wharf through the freight shed, as is done at the Intercolonial wharf, Pictou, is so easily and cheaply made that the conclusion is inevitable that the

MANAGER OF THE INTERCOLONIAL

railway wishes to discourage Island shipments of stock. At any rate the cost of carriage and difficulties in making shipments sufficiently explain the languishing state of the live stock trade in Prince Edward Island.

If the farmers who produce the stock and out of whose pockets the freight and other expenses come were the men who took them to market, remedies would long ago have been found; but regular traders have that part of the business in hand and calculate the cost when buying, and being no loser take no further trouble about it.

Give Prince Edward Island farmers fair and lower freight rates on their live stock and the total value of our flocks, studs and herds would be increased in value to an extent, if put in figures, that would make the provincial debt and taxes look very small indeed.

The general system of classifying freight over the government railroads is most unjust to farmers. Why should coal and other products of big companies be carried at a very low rate per ton and a liberal rebate besides deducted, while farm produce is charged a much greater sum per ton and no rebate allowed. The cost of hauling a ton of each must be the same. And the charge would be the same if farmers combined to demand their rights, as these combinations of capitalists do. A rather extreme case of increased railroad exaction, on account of increased value of the commodity, happened this season. In 1896 the

CHARLOTTETOWN BOARD OF TRADE

succeeded in persuading the Superintendent of the Intercolonial to grant a reduced rate on oats. This fall shippers found the old rate in force. On remonstrance being made, the superintendent replied that oats was a better price now. Such a reason and reply is nothing less than barefaced impudence. Cost of hauling the car is not considered.

This instance goes to prove that Boards of Trade have not got much influence with railroad magnates when fixing rates on farmer's produce. Why should they? The Minister of Railways is probably a sensible man, and concludes that as the freight is deducted from the price when the produce is bought, "it is none of the traders' funeral," and as the farmer out of whose pocket the freight has actually been taken, does not "kick" he must be satisfied. Now, if managers of Boards of Trade had more sound judgment and less bumpiness they would ask farmers through such organizations as the Maritime Breeders' Association to join with them in getting fair play on this question. For undoubtedly anything which hinders trade or makes it more costly is an injury to both traders and producers. Next we find the stockmen from the west favored with a very low mileage rate, the excuse being that long hauls cost the railroad less than short hauls. Let us see if there is any truth in this reason. Those of us who have had charge of stock-cars coming from the west know that the train is frequently shunted off for the purpose of either taking on or leaving off cars. At each of these switch off's the train is broken up giving the railroad as much trouble and cost as if the stock car was taken on for the first time. It is seldom that more than fifty miles is passed without a complete break-up of the train, and each time constitutes a short haul.

Now the Maritime Breeders' Association is in a splendid position for opening the eyes of the Minister of Railways to the injustice inflicted on us and the necessity that exists for giving Maritime farmers and stock men equal rights and privileges over government railroads and government subsidized steam boat routes with the western shipper. Let us make our association as strong an influence by united effort as the numbers wealth and social position of the community of farmers of which we are a portion entitles us to. Then the men who depend on our support will not be slow in finding a way to carry our farm produce, live-stock or needed fertilizers, as cheaply as the same service is done for the farmer in the west. It is in the power of this association to command the same deferential consideration as the coal mine owners or any other consolidated interest.

THE PRESENT MINISTER OF AGRICULTURE

cannot be commended for the stand he has taken in the matter of cattle rates. His attention was especially called to the state of transport rates and accommodation for live stock, when he visited Prince Edward Island a year or more ago. But it was easy to see, by his half-hearted apologetic reply that he had no stomach for meddling with the plans of the Minister of Railways. In this respect he compares unfavorably with the present Secretary of Agriculture in the United States, Hon. Mr. Wilson, also a practical farmer, who has taken long journeys on cattle trains for the purpose of inspecting the facilities afforded by the railroads in respect to such minor details as feeding, watering, shunting, etc. He evidently recognizes the fact that the prosperity of every branch of the live-stock industry is equally deserving of his careful supervision as all have an equal importance as the foundation of successful husbandry.

It may fairly be said of Canada's Ministers of Agriculture that they are inclined to ride hobbies. One of them was all for Experimental Farms. Another preached the advantage of two-rowed barley. Then we had the cold-storage man. And now we have one to look after the butter and cheese.

Great results should come from the establishment of the live stock trade in winter from St. John or Halifax. But to enable the more remote districts in the Maritime Provinces to take full advantage of our position on the borders of the ocean,

every possible concession should be made both by steamboat and railroad. Give the men who are prepared to feed cattle and sheep or breed cart-horses in the Maritime Provinces the same help and encouragement, which government extended to the dairy business, and the same marvelous extension of trade in those animals will follow without costing the government one dollar. But rather a big profit for the increased freight business will more than make up for lowered rates

Reflections of a Bachelor.

One touch of nature makes the whole world kin.

Political opinions are like mustaches—there never was a woman who looked well in one.

The average girl at a football game can never understand how there can be such a thing as a foul tackle.

What a woman writes in her diary is a true index of what she would like to have other people think she is.

The only rhyme that "Cupid" has is "stupid."

Lots of men can be made to shed tears over the thought that their mother was a woman.

It's a funny thing that a lot of women can get together and cook better food for a festival for the heathen than any one of them can manage to turn out for her husband at home.—New York Press.

Inconsiderate.



"Of all de inconsiderate men! Ter lock his hen coop so tight I has ter lug it away ter git de chickens out."—New York Journal.

The Duke Thought Aloud.

On the occasion of the wedding of the late Duchess of Teck to her handsome but impecunious husband her brother, the Duke of Cambridge, gave vent to his unfortunate habit of thinking aloud. When the Duke of Teck solemnly pledged himself with all his worldly goods to endow the bride, the Duke of Cambridge marred the solemnity of the occasion by exclaiming quite audibly: "Well, by Jove! And Wales gave him his shirts!"—Argonaut.

Seems as if consumption always picks out the brightest and best. Fully one-sixth of all the deaths that occur in the world are caused by consumption. Many things were once considered impossible. It would be strange if medical science did not make some progress. The telegraph and telephone, the phonograph, the electric light—all were once impossible, and once it was impossible to cure consumption. That was before the time of Dr. Pierce's Golden Medical Discovery. Taken according to directions, the standard remedy will cure 98 per cent. of all cases of consumption. Consumption is caused and fostered by impurity in the blood. It is cured by purity and richness in the blood—surely, certainly cured by the "Medical Discovery." It builds up solid healthy flesh and vigorously strength.

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Sale of Old Cathedral

I am instructed by the Cathedral Building Committee, to sell by Public Auction on Friday, the 14th day of January, inst., at the hour of 2 o'clock, p. m., the Old St. Dunstan's Cathedral, as it now stands on its present site. Also all timber used as underpinning beneath the church; and also a quantity of Stove Pipe and several Base-burner Stoves.

R. BEARSTO, Auctioneer.
Jan 4—31 eod.

Her Idea.

Mr. Honk (looking up from his newspaper)—What barbarians those African natives are! I have just been reading that the Wallagi tribe, to whom the Rev. Mr. Whoopler was sent as a missionary a few months ago, became incensed at the doctrines he preached and dragged him before their king, who, without trial, promptly cut off the clergyman's sacerdotal functions.

Mrs. Honk—Horrors! And was it fatal?—New York Sunday World.

Aged Whisky.

"Say," said the customer with the fine red nose, the white mustache and goatee, "this must be pretty old whisky."

"My grandfather," said the saloon keeper, "bought that whisky the same year the Kentucky colonel joke was invented."—Indianapolis Journal.

An American's "Break."

Tradition hands down an awful break made by a well meaning American gentleman, who, in his embarrassment, genially assured Pope Pius IX that he had had the pleasure of a presentation to his father, the late pope, many years before.—Argonaut.

The Scotch.

"Serpent," she cried, "I'll scotch thee!"

The villain trembled.

"Mercy!" he implored, as she drew a book of dialect selections from her bosom and turned the leaves rapidly.—Detroit Journal.

Outgo and Income.

"You don't object to your wife playing progressive euchre for prizes?"

"No, she belongs to three clubs, and even then she can't keep up with the way Bridget smashes our china."—Louisville Courier-Journal.

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