

Liberal - Conservative Candidates.

FOR BELFAST: A. A. McLean, Esquire.

FOR TIGNISH: Captain Frank Gallant.

THE DAILY EXAMINER. FEBRUARY 27, 1888.

Local Legislation.

A PROCLAMATION in the Royal Gazette, issued this afternoon, calls upon members of the Local Legislature to "meet for despatch of business" on Thursday, the 22nd day of March.

Opinion on the Fishery Question.

It is interesting to note the differences of opinion which exist respecting the Fishery Treaty. The Toronto Mail, Toronto Globe, Montreal Herald, Halifax Chronicle and other equally influential journals maintain that it is a "complete give away" on the part of Canada.

"In short, the treaty as it stands is so far short of what it should have been that it has no chance of confirmation by an American Senate."

And the Boston Journal denounces it in the following strain:

"Under a specious outward appearance of fairness and mutual concessions, the administration has surrendered the chief points which our fishermen contend for."

"Such combinations are believed by the best legal authorities to be unlawful. They are not for the public advantage, which is the true basis of all corporate privileges. They are in the nature of forestalling, engrossing, which have in all countries been forbidden by law."

"What is the relief to be looked for? Congress is investigating the matter and may attempt some legislation to control or suppress such combinations. But this cannot be counted on. It more often legislates in behalf of monopoly than against it."

The New York Tribune says that Senator Bayard has made a reasonable compromise, and that Canada has been only granted new facilities for operating against American fishermen.

The Bangor Whig says that the treaty provides that United States fishermen must be either taxed out of existence by license duties, or enjoying privileges which are rightfully theirs, or have their market turned over to Canada.

In the Gloucester merchants' exchange as reported by associated press, "all avowed that the rights of the fishermen had been sacrificed to the interests of Canada."

A Washington despatch to the Boston Herald reports that:

"The New England senators will control the action of the senate on the fisheries treaty and the New England senators are opposed to it, so it will not be ratified. There will be a hot, and perhaps a long fight over it, but the defeat of the treaty will be the outcome of it."

That the treaty may be mutually advantageous is quite possible; but how it can at once surrender "the rights, possessions and interests of Canada," and "sacrifice the interests of the American fishermen" is the puzzle.

As the Treaty must be voted for by two-thirds of the Senate before it can be ratified, it seems probable that the efforts of the Commissioners will, after all, have been in vain.

A Frank Avowal.

THERE are some Commercial Unionists in the United States. The New York Star, which voices their opinions, says:

"We should not shut our eyes to the fact that the ambitions of Canadian statesmen are making the Dominion a rival of the United States."

"She is reaching out, not only for a share of the transcontinental traffic, but for the control of it. She proposes to establish steamship lines on the Pacific, and to compete for the commerce of Japan and China."

"All of this is very interesting. It may be described as a brilliant line of policy, but it is a dangerous one. We are a pacific people; but perhaps our good nature has been developed by our surroundings. How long the good nature of this country will last when there is an active rival upon our Northern frontier the future alone can show."

This is frank. We need not remain any longer in doubt as to the motives which influence the Commercial Unionists. It is to be noted that the Hon. Hamilton Fish, late Secretary of State, in a recent interview, expressed the opinion that "Commercial Union with Canada would virtually be an annexation of her territory."

Combines in the States.

PUBLIC opinion in the States seems to have taken alarm at the number and influence of the trade "combines" that have lately been effected there. Harper's Weekly of last week has a cartoon in which it appears that the good ship "Competition" has been destroyed and its defenders drowned, while the pirate "Monopoly" rides triumphantly on the sea of American commerce; and the Portland Transcript says:

"The spirit of monopoly is abroad in the land. It grasps at the control of all the means of transportation of the country. It would store up and dole out all the bounties of nature and limit the productive power of the people. It destroys that healthy competition which has been said to be the life of business. Its latest development is in the form of 'trusts,' by which all the manufacturers of any given article are made to enter into a combination whereby the lesser concerns agree to abandon production or not to exceed a certain limit. They turn over their business, their real estate, their capital, to a syndicate, which controls production and regulates prices, and in return guarantees each concern whether producing or not, a certain per cent. interest on its capital."

"The expense of the smaller concerns for entering into these combinations is that it is a matter of life and death among them. Competition has been so that it has forced prices below a living rate. They must either combine or go out of business with a loss of capital invested. But this is not the result of healthy competition but rather of the monopolistic spirit of some one or two large concerns which have undertaken to crowd out smaller competitors for the purpose of controlling prices. It is monopoly pure and simple."

"Prices having thus, of set purpose, been forced below a living rate, the 'trust,' it is urged, is resorted to only as a means of securing fair prices. But that is never the object of a monopoly. It grasps at all it can get. What guarantee have the public that after competition has been cut off, after production has been concentrated in a few hands, after the power has been granted of controlling the prices of raw material entering into the product—that guarantee have they that the 'trust' will be content with fair prices? None whatever. On the contrary, all experience shows that the power to control production will be used to increase prices to the highest point endurable. The public is wholly at the mercy of the monopolists."

"Such combinations are believed by the best legal authorities to be unlawful. They are not for the public advantage, which is the true basis of all corporate privileges. They are in the nature of forestalling, engrossing, which have in all countries been forbidden by law. They are held to be null and void, and those who enter into them are guilty of criminal combination. Their effects are already seen in the growing of large numbers of workmen out of employ, in concentrating production in one or two localities, and enabling the 'trusts' to buy raw material at their own price, to the injury of the producer, who has a right to a competitive price in an open market."

"What is the relief to be looked for? Congress is investigating the matter and may attempt some legislation to control or suppress such combinations. But this cannot be counted on. It more often legislates in behalf of monopoly than against it. The power of concentrated capital to control legislation is very great. Nothing but the aroused attention of the great mass of the people can successfully oppose it. Eternal vigilance is the price of honest legislation as well as of liberty. The growth of monopoly is calculated to increase the discontent of the laboring people, and bring about that conflict of classes so destructive of the best interests of all. A voice may go forth from the people which even the monopolists will be forced to heed."

The Maine Liquor Law.

RECOLLECTIONS OF HON. NEAL DOW.

THE Hon. Neal Dow writes to the Independent of New York and says:

"Before the adoption here in 1851 of the policy of prohibition, the liquor traffic was everywhere in the State wholesale and retail. There was no village so small, no rural neighborhood so remote and insignificant that the rumrunner did not find it and establish a rum-grocery there. Everywhere upon the lines of our highways throughout the State, there were roadside rumshops. In a great many places there were wells and pumps and water troughs for the refreshment of cattle, and there was sure to be near it a shanty where rum was kept for travellers. Many and many a time I have seen the rumrunner fetch out to the wagon or carriage or equestrian, the inevitable glass of rum, while the oxen or horses were taking water. The women and children would share in the liquor whatever it was. There were many distilleries in the state in those days, converting molasses into rum, potatoes into whisky and cider into brandy, called 'apple-jack.' Now there is not a distillery or a brewery in the state, and nowhere within its territory will the traveler see any sign or other indication of liquor-selling. In more than three-fourths of our territory containing far more than three-fourths of our population the grog-shop is practically unknown, so that an entire generation has grown up there never having seen one."

In proportion to population, Maine's share of the national drink-bill would be now about thirteen million dollars, but one million will more than cover the cost of all the liquor smuggled into the state and sold in violation of law. We save annually more than twelve million dollars directly, and an equal sum indirectly as the result of prohibition, which, but for the Maine Law, would be spent, lost and wasted in drink. In those days, Maine was said to be the poorest State in the Union, but now it is one of the most prosperous. Signs of thrift and poverty were seen everywhere in neglected, shabby houses, barns, farms, schoolhouses, meeting-houses, but now such indications of the saloon and the drink habit are seen nowhere. John Bright said: "If the evils coming to the community from intemperance could be put away, England could not be recognized as the same country." Precisely that has happened to Maine. Some time since a stranger sat by my side in a railway car on our way to Boston. He knew me and said: 'I am a native of Maine. Twenty-five years ago I went to Minnesota, where I now live. I am home now in M. I. e for the first time, and the change is so great in everything I see, that I did not recognize it as the same. No more tumble-down houses with old hats and rags in the windows instead of glass, no more dilapidated barns and shabby cattle, no more miserable school-houses and meeting-houses. Everything now is neat and in good repair. I find in a few minutes that it is literally true. Maine is now so changed from what it was in the olden time, that it cannot be recognized as the same.'"

Manitou Springs.

FINE SCENERY AND GLORIOUS WEATHER.

We publish to-day the following extract from a letter written January 30th, 1888, received by a friend from L. A. Norton, Esq., who is spending the winter at Manitou Springs, Colorado, for the benefit of his health:

"The weather is simply glorious. For the past fortnight we have had unbroken sunshine with warm winds, making perfect summer weather—so warm at times that the shade is grateful. There is not a sign of winter anywhere, and the cattle and donkeys are out over the hills. We expect some cold weather yet, but it will only be light. Of course vegetation will not start for two months yet, but after that the mountains near here will be covered with wild flowers, very beautiful, I am told. All nature is beautiful—man alone mars it. Yesterday was Sunday, and as the day was fine Manitou was thronged with visitors from the adjacent towns—so many that at times it was difficult to get a chance to drink at the Springs. It did not seem like Sunday at all. From morning till night, teams heavily loaded, some with lumber, others with furniture, etc., were passing through the town, and nearly all the stores were open in the forenoon. I got my pony and went for a very pleasant hour's ride up Englishman's Canyon—a very pretty ride between huge mountains, nicely wooded and a fine stream coming down the valley. One day last week I went to the Garden of the Gods—you would have to be there to know anything about it. About three miles from Manitou I entered a plain rising to the east, and covered with grass. Scattered all over this are numbers of most remarkably-shaped rocks, as if water flowing past them in some past age had washed away their surroundings and left them standing around in all shapes and sizes. Tourists, in imagination make all sorts of animals out of them, bears, lions, cows, and indeed a whole menagerie. But though the shapes are grotesque, I failed to conjure up any of the beasts. On the eastern side, and at the summit of the slope, is the gateway, which is truly wonderful. Rising immediately from the grass are two thin, smooth spurs of red sand rock, one on either side, their height is about 350 feet, and they run back quite a distance on either side forming a thin, high wall all along the east side of the garden. The gateway or opening is about fifty feet wide. Far up the sides of these cliffs are numerous round holes—the homes of owls, where they sleep nearly all day. I said these spurs of rock were sanctified. It is very like our rocks at home. Just as you get through the gateway you meet with several sharp spurs of gypsum. The valley beyond is of rich land, and contains a number of ranches, on some of which I would like to spend the summer. I wish you had been with me during my visit to the garden, for I cannot go into the ecstasies of some over these rocks and mountains. I want the green fields and sparkling rivers of home."

FEBRUARY 1st.

Another day as fine as mortal could wish for. I am sitting on one of the seats by the trail to the Iron Spring. A pretty stream runs past in front, the mountains shelter me from the north and the sun is shining straight down. I got a darkey to cut my hair this morning. He only charged 35 cents. Wouldn't that reconcile a man to baldness? The pony and I went for a canter yesterday evening. And "of all the rides since the birth of time, Told in story or sang in rhyme," that one surpassed them—there's a big green-tailed fly skipping around and bothering me—I won't try to describe the scenes of yesterday; it would only be abusing the eye. There are building a carriage road from Williams Canyon across a spur of the mountains north of Manitou and out to the plains on the east. The eastern part and that along the top of the mountains is finished, but they have only got part way up the side of the Canyon. Up there I started. It was an awful climb, for the sides of the Canyon are almost perpendicular; but when I reached the top the view was wonderful. On the right was the Canyon deep and narrow, out of which I had just climbed, and to the left was the Garden of the Gods, and two good sized towns; also the vast plain as far as the eye could see. Just before me was a pretty park all smooth and covered over with strongly gnarled and stunted cedar, while apparently just below me lay Manitou with its huge hotels looking like doll-houses. Away beyond was Colorado Springs. In the distance I saw the train of the Midland Railway running off up to Denver, and it reminded me of a cricket running through the grass. Man's work looks so puny when compared with those of Him 'who built the hills.'"

Proposed Line from America to China and Russia.

Certain capitalists and railway magnates in St. Paul, Minneapolis and Chicago have been looking very wise and mysterious for the last year or two. Their stupendous scheme has at length been discovered. It is nothing more or less than a railway from the twin-cities via Bismarck, British Columbia and Alaska, to Pekin, China, and Irkutsk, in the Russian empire. The Minneapolis and Pacific, the Aberdeen, Bismarck, and Northwestern and the Canadian Pacific will form the line to Victoria, B. C., thence the road will be built to Cape Prince of Wales on Behring strait, a distance of 1100 miles. This body of water separating the American continent from Asia is only 35 miles wide, and midway is dotted with islands. The water is only 20 to 25 fathoms deep and can ultimately be bridged. On the opposite side in Asia is East Cape, whence a road will be constructed to Pekin, China, and to Irkutsk, Russia, and other points in the Chinese and Russian empires. A road is already being constructed by the Russian government to Irkutsk, and it is expected that this will be extended to form a juncture with the line from East Cape to Pekin, about 1600 miles from the straits. The distance between Cape Prince of Wales and Pekin is but little over 1600 miles, making the whole route from St. Paul and Minneapolis to Pekin 5,160 miles. The first trains are expected to run through in 10 days, but when the inevitable limited express is put on, the passenger who leaves St. Paul on Monday will take his breakfast in Pekin on Saturday morning and his supper on Sunday evening in Hong Kong.

ADVICE TO MOTHERS.—Mrs. Winslow's Soothing Syrup should always be used when children are cutting teeth. It relieves the little sufferer at once; it produces natural quiet sleep by relieving the child from pain; and the little cherub awakes as "bright as a button." It is very pleasant to taste. It soothes the child, softens the gums, allays all pain, regulates the bowels, and is the best known remedy for diarrhoea, whether arising from teething or other causes. Twenty-five cents per bottle. Be sure and ask for Mrs. Winslow's Soothing Syrup, and take no other kind. mar17 eod & wky

Big Railway Schemes.

THE CANADIAN SCHEME

Major Bell, who has been east in the interests of the Ontario, Manitoba and Western railway, says all arrangements have been completed to put the scheme in effect. The company will ask the Dominion Government to guarantee 4 per cent. on seven and a half millions, Manitoba on four millions, and Ontario on fifteen millions of dollars. Financial arrangements have been made to deposit with the Government sufficient stock to pay the interest for five years, on account guaranteed, after that the road will pay itself. A guarantee will be asked for twenty-five years. The scheme is to run from Port Arthur to the Lake of the Woods. A short branch will run to meet the proposed line from Bismarck to Hallock in Minnesota, which is to be built next summer. The line will also connect with Iron range line from Duluth. From the Lake of the Woods, the main line will run straight to Winnipeg and thence taking a southern route to the Portage. Crossing the river there it will go on west of Carberry, touch at Brandon, and will continue to Moosomin. From Winnipeg a branch will be run to Morris and two branches midway between the C. P. R. branch lines running to the Souris country. The scheme is to purchase from the Manitoba Government the Red River Valley road, complete it and operate it in connection with the Northern Pacific.

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I have received direct from the factory a full line of samples of BRONZE AND VELVET PAPERS, for WALLS, CEILING and DECORATIONS, as it is impossible to keep in stock anything approaching a good assortment. By this means you are enabled to make as good a selection of the choicest styles as if you did so in Montreal, Boston or other child places. All orders taken will be at once forwarded to the makers, and be received in good season at net prices. #7 CALL EARLY.

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Queen Street—Queen Square. THEO. L. CHAPPELLE. Ch'town, Feb. 27, 1888—5t eod

POLITICAL MEETINGS

WILL BE HELD AS FOLLOWS:

- PISQUID ROAD.—On Monday, the 5th March, at 7 o'clock, p. m. ALBANY PLAINS SCHOOLHOUSE, on Tuesday, 6th March, at 2 o'clock, p. m. UIGG HALL.—On Tuesday, the same day, at 7 o'clock, p. m. ORWELL COVE SCHOOLHOUSE, on Wednesday, 7th March, at 2 o'clock, p. m. CAJINA POINT.—At Schoolhouse, "Gleason's," same day, at 7 o'clock, p. m. ELDON HALL.—On Friday, the 9th March, at 7 o'clock, p. m. MONTAGUE WEST SCHOOLHOUSE, on Saturday, 10th March, at 7 o'clock, p. m. MURRAY HARBOR ROAD.—At Grandview Schoolhouse, on Monday, 12th March, at 2 o'clock, p. m. CALEDONIA.—Same day, at 7 o'clock, p. m. PLEASANT VALLEY.—At Schoolhouse, on Tuesday, 13th March, at 2 o'clock, p. m. BELLE CREEK.—Same day, at 7 o'clock, p. m. A. A. McLEAN. Feb. 27, 1888—wky & dy eod her gvar

Apples, Tea, Fish, &c.

BY AUCTION, on WEDNESDAY, February 29th, at 11 o'clock, at Rooms, 11 Queen St.: 50 Barrels Apples (choice), 25 Half Chests Tea (prime), 5 Barrels No. 1 Labrador Herring, 1 Crate Earthenware, &c., &c. A. McNEILL, Auctioneer. Ch'town, Feb. 27, 1888—2t

Can Maker's Tools.

FOR SALE, a complete set of Can Maker's Tools, all in good order, having been in use only a few months. Apply to HORACE HASZARD. Ch'town, Feb. 27, '88—2w eod

BRICKS,

FOR SALE BY GEORGE H. STEWART, SOUTHPORT, LOT 43. Feb. 27th, 1888—dy 1w wky 2t pd

Young Men's Literary Society.

St JAMES' CHURCH

Third Course of Lectures.

THE Fifth Lecture of the Course will be delivered by MALCOLM McLEOD, Esq., Q. C., on

TUESDAY EVENING NEXT,

AT 8 O'CLOCK, IN ST. JAMES HALL. Subject—"JOAN OF ARC" Admission, 10 cents. Feb. 27, 1888—wky & dy eod her gvar

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Overcoat, Overcoats, Overcoats, Mens' suits, Mens' suits, Mens' suits, Boys' Suits, Boys' Suits, Boys' Suits,

Underclothing, Flannel Shirts, Cotton Shirts.

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Ladies' Jackets and Dolmans at reduced prices.

Mens' Overcoats, good value, at Jas. Paton & Co's.

Corsets, all kinds and prices.

The Best Place on the Island to buy Carpets.

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Millinery made to order on short notice.

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White and Colored Counterpanes, American Knitting Cottons, Cheap Shirtings and Gingham, Pillow Cottons and Sheetings, Carpets and Oil Cloths.

PERKINS & STERNS.

Charlottetown, Feb. 14, 1888.

ANOTHER LIST.

OUR LAST SPECIAL OFFERS brought hundreds of extra customers to our Store, and in order to still keep up the supply of Bargains, we have prepared a new list, and ask you to read every item.

As only a few DOLMANS, REDINGOTES and SACQUFS remain, we will, in order to make a clean sweep, offer them at ridiculously low prices—so now is your chance. In FANCY ULSTERS and SACQUE CLOTHS, you can have your choice at large discounts, and in TWEEDS our values are of the very best.

Our DRESS GOODS trade has been very large this season, owing to the excellent value we have been giving; but our new reduced prices we expect to cause a genuine rush. Remember, our Stock is Fresh, and we are offering the most Fashionable Trimmings at Large Discounts, and you only need see them to find just what will suit you.

We are to the front with a Choice Stock of HAMBURG EMBROIDERIES and INSERTIONS, CASH'S FRILLINGS EDGINGS of all kinds, and a Stock of WHITE COTTONS—the best value we have ever offered.

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Charlottetown, Feb. 10, 1888.—wky & dy