

OUT OF 2,000 CLAIMS

Against an Accident Co. for last year, 531 were for accidents caused to pedestrians walking on the sidewalk

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E. R. Brown
General Agent
Charlottetown

THE DAILY EXAMINER.

JUNE 7, 1897.

P. E. ISLAND'S CLAIMS.

The papers laid on the table of the Senate a few days ago in compliance with the motions by Senator Ferguson are interesting to Prince Edward Islanders. On the 13th of August last the Lieut. Governor transmitted to the Secretary of State a minute of council asking that the claim of P. E. Island regarding piers should be reopened for a fresh consideration of the claim of P. E. Island to be refunded \$22,000 for sums expended, since 1873, by the Local Government on the East River piers, viz., Apple Tree, Red Point, McCannell's, Haggarty's, Hayden's, Cranberry Gillis' and Mt. Stewart. The \$22,000 is made up of the amounts expended on the piers for twenty-three years with interest compounded, and deducting tolls received.

It is singular that the Peters' Government should now demand a refund for East River piers without including others in different parts of the Province which remain a charge upon the Provincial Government. It is also remarkable that, although the claim of the Province was made in August last, no further action has been taken by either Government except the formal acknowledgment of Governor Howland's despatch by the Under Secretary of State, dated the 18th day of August, 1896. The claim of Mr. Peters has evidently been treated with contemptuous indifference by the Laurier Cabinet, and the correspondence shows that, amidst all his pilgrimages to Ottawa, Premier Peters has not stirred in the matter by any further representation. As an election is now coming on and Senator Ferguson has exposed the inaction of our local Premier, we may expect, for appearance sake, that some further show of action will now be taken.

To those who remember the course pursued by the Liberals when the Sullivan Government were pressing the claim of the Province regarding piers, these papers are very suggestive. Then Messrs. Sullivan, Ferguson and Prowse were denounced as "beggars" because they demanded the rights of their Province. Mr. Davies tried to frustrate the efforts of the Provincial Government by raising, in the name of Mr. King, some bogus claims of New Brunswick, which have never been heard of since, while the Pa riot quoted dictionaries to prove that P. E. Island wharves were not piers at all because they were built of wood. Now our "grit rulers, like Lazarus of old, are trying to pick up the crumbs which fell from the table of the Sullivan-Ferguson Government. It seems that the unsavory task of "eating the leek" is the fate of the Liberals all round. Who does not remember the oft-repeated assertions of Mr. Farquharson and others that the Sullivan Government were compelled to give a receipt in full of all the Island claims to pier money before payment was made of the \$79,000 then paid the Province? Here is what the Peters minute-of-council of August last says on this point:

"The local Government, from the first, refused to agree to this clause (requiring a receipt in full) and did not pass any minute-of-council, and by a deed which was executed by the local Government to the Minister of Public Works on behalf of the Dominion Government, and which was accepted by him, it was expressly stated that the sum therein mentioned was taken in full of the special piers mentioned in the conveyance only."

When the Conservatives assume control of the affairs of Prince Edward Island, as they are likely to after the general election, they will take up the question and press for the full claim of the Island, although it cannot be denied that Mr. Peters' action in asking for a refund for the East River piers only is likely to be a difficulty in their way.

The action of Liberal politicians, Local and Federal, regarding the Piers Claims is not less spasmodic and hard-hearted than their conduct regarding the other claims of Prince Edward Island. It appears that the only action of the Peters' Government, since the formation of the

Laurier Cabinet, regarding the non-fulfillment of terms of union re winter communication and the construction of railways is a letter from Premier Peters to Mr. Davies, dated the 8th of April last. Strange to say, Mr. Davies did not think it worth while to send Mr. Peter's letter to the Governor General-in-Council for seven weeks or until the 29th of May. This is extraordinary and demands an explanation. Was this delay caused by Mr. Davies' contempt for Mr. Peter's representations or did it arise from his indifference to the claims of the Island?

The substance of Premier Peter's letter to the Minister of Marine and Fisheries is not calculated to establish confidence in his sincerity. After referring, incidentally, to the non-fulfillment of the terms of union, Mr. Peters introduces the subject of railways, basing his argument on the work of the Sullivan-Ferguson Government in 1886, and winds up by proposing that all questions between the Island and the Dominion should be submitted to arbitration. This proposition is made without any reference to either a written or verbal refusal by the Laurier Administration to entertain these claims! Is it usual for one party to a transaction to ask for an arbitration before the other party says anything? There is not a line in the correspondence, nor any reference to conversations to show that the Federal Government had expressed any opinion; and yet the Local Premier proposes "an Arbitration" by three men,—a Prince Edward Islander not to be one of them!

The proposal to arbitrate between the Local and Federal Governments regarding the claims of P. E. Island to a fair share of railway expenditure, shows that the Liberal Policy is, "Plenty of Cash for our corrupt local rulers vs. Branch Railways to Belfast, Murray Harbor, New London and other places," is the issue which the people interested in these branches must keep straight before their eyes.

The railway question should be settled on the floor of Parliament, as the late Government proposed to settle it, by the construction of branch railways in P. E. Island, and not by diverting money to the extravagant and corrupt uses of the Peters administration.

Let the people of Belfast and other places interested in railways beware of the "Arbitration Dodge."

SUMMERSIDE AND BAY VERTE.

The Pioneer has a proposition for the development of trade and traffic between Summerside and Nova Scotia by way of Baie Verte. It says:

"A steamer, about the size and capacity of the Petrel, could start from some port on the east side of Baie Verte in Nova Scotia, call at Cape Tormentine and then run across to Summerside. Possibly Crapaud could be taken in as a port of call. The distance from Baie Verte to Summerside would be little more than thirty miles, so that a steamer, at a moderate rate of speed, could easily make the round trip each day. Such a steamer would be of great benefit to the business men here. Even now quite a number come over in sail boats and do their trading. It is well known that goods can be brought here cheaper than almost anywhere in business centres bordering on Northumberland Straits and, there is no doubt, were cheap travelling facilities afforded the people, this trade could be largely extended, and in place of the people across the straits trading with only a few of our merchants likely all would receive a share.

Besides, a steamer running as the Pioneer proposes would be in the closest possible touch with Amherst, Springhill and other Nova Scotia towns affording a market for P. E. Island produce which could be easily "run in" over the Tormentine and Intercolonial railways. The idea suggested by the Pioneer seems to be well worth considering. If Summerside should not take it up, Charlottetown may.

Fine --- Baby Days.

These June days your doctor will tell you that it's wrong to keep the little folks indoors this kind of weather. The spring air will make baby plump and healthy. See that yours gets it. No need to worry about how to do it. We have the Carriages, and as the season is getting late, we will make the prices interesting on the few remaining in stock.

Mark Wright & Co., Ltd
HOME MAKERS.

MILES OF WARSHIPS.

Big Naval Review off Spithead—Other Jubilee Arrangements.

According to a recent despatch from London the most striking feature of the Queen's diamond jubilee festivities will be the naval review at Spithead, June 25.

Thirty miles of warships will be drawn up in the Solent for inspection by the Queen. The front line will be composed of twenty foreign ships. The remaining six lines will represent every type of the British navy.

The illumination of the fleet at night will be a display unique both for its brilliance and its magnitude.

Members of both Houses of Parliament will be guests of the Admiralty on board the Comptant, while hundreds of other steamships, yachts, and launches are chartered for private parties. Hotel and lodging accommodations throughout the Solent districts already are at a huge premium. Special trains will run to London all night, bringing back visitors.

The only British colony that has refused to celebrate the Queen's jubilee is British Guiana, in defence of whose claims against Venezuela Great Britain almost provoked a rupture with the United States. The governing body there has come to the conclusion that as numerous needed local undertakings have been neglected for the want of money, it would be criminal extravagance to appropriate public money for jubilee festivities.

Stands to accommodate 3,000 people are being erected outside the House of Commons, and considerable trafficking in seats is going on among members. Each member is entitled to one seat free, and to two seats for ladies, for which he has to pay twenty-five shillings (\$6). Members who have places at other parts of the route are selling House of Commons seats to colleagues, and even to outsiders, at five guineas each.

About two guineas is the average price of seats along the route, a heavy slump from the figure expected.

William Waldorf Astor enjoys the distinction of having paid the largest sum yet offered for viewing the procession, having secured for £1,100 (\$5,500), Lord Normanston's house in Pall Mall, about three times its present value.

The route of the procession through London is now a line of carpenter shops, stands, balconies, and protective boardings. Three billion cubic feet of timber, or 464,415 tons of wood and iron, are being consumed in structures for decorations and for viewing stands, some in the form of theaters, with boxes, balconies, and galleries.

WONDERFUL are the cures by Hood's Sarsaparilla; and yet they are simple and natural. Hood's Sarsaparilla makes **PURE BLOOD.**

None as Good as E. & D.

The great universities of Oxford and Cambridge are getting too poor to pay salaries and expenses these days, and it is confidently predicted that they will soon have to ask the British government for annual appropriations.

In consequence of the increasing distress and poverty in Spain the migration has increased enormously within a few months. Most of it, however, is by the way of French and Portuguese harbors.

18,037

A RECORD

Last year we sold 18,037 bottles of

SOVEREIGN COCA FRUIT JUICE.

Those who used it will want more this year. It's always the case with our goods.

Simson Bros. & Co.
Manufacturers

600 DISCOUNTED

Even if there are six hundred spring and summer capes in this city of ours on the market at a discount figure it will pay you to call and see our line before purchasing. The fact is there are more Capes than the customers want, hence the awful sacrifices here, there and everywhere. Some go at 1/2, others at 1/3, a few old ones at half, and so on, and so on. Ours go at \$5—your choice at \$5—here's the list.

To-night from 5 till 9 o'clock we will offer the lot of our Sample Capes at \$5.00

- Pafe Cape, black cloth, silk lined, \$13 50 for 5 00**
- Drab Cloth, braid trimmings, with pearl but, 15 00 for**
- Crimson and black Crepon Cape, 15 00 for**
- Navy Cloth Cape, grey trimmings. 13 00, for**
- Fawn Cloth Cape. 15 00 for**
- Blue Cloth Cape, 6 25 for**
- Green Cloth Cape, 6 25 for**
- Black Cloth. 9 00 for**
- Black Silk, with Cloth trimmings and stitching, 20 00 for**
- Fawn Cloth, new collar, military Cape, 18 00 for**
- Fawn Cloth; Fancy Collar. 15 00 for**
- Fawn Cloth, Braid Trimming. 15 00 for**
- Fawn Cloth Velvet Collar, 7 25 for**
- Fawn Cloth, Velvet Collar. 6 50 for**
- Black Cloth, with Colored Stitching, 15 00 for**
- Black, with White Stitching, 6 95 for**
- Fawn Cape with Silk Lining, 20 00 for**
- And a few others at \$15, \$16 and \$18 for**

All at \$5 00 each; for this week only No "old trash." Come early

JAMES PATON & CO.

Business Booming.

At the High Class Tailors'. Every suit turned out of our custom department sells another—this is why trade booms. We are doing the custom tailoring trade and intend to hold it by giving the public good honest goods honestly made and trimmed at honest prices.

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High Grade Tailors.


CLEARANCE SALE OF

Bicycle Sundries

- Sperm Oil.....8c per can
- Best quality Graphite.....5c a stick
- Pant Clips.....8c a pair
- Corbin Bells.....55c each
- A good Lantern for.....\$1.00
- 20th Century Lantern for.....\$3.25
- Hold-fast Luggage Carriers.....18c each
- Climax Luggage Carriers.....\$1.09
- Tubes Fine Cement.....3c each
- Second-hand Saddle in good order, for.....\$1
- Baby Carrier, half price.....\$2.50
- The Celebrated Brantford Bicycle Supply Co's Dagger Chain Brushes.....4c each

MILLER BROS.,

The P. E. Island Music House.



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into buying shoddy bicycles made by unknown manufacturers, when you can purchase

The world renowned Dust and Water Proof

Cleveland

protected by a strong home guarantee. No vexatious, delays, and expenses for repairs.

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CART FOR SALE

A second hand Cart, in good order will be sold cheap. Apply to Wm. Sellar, Butcher, Hillsborough St.