

THE DAILY EXAMINER.

AUGUST 27, 1891.

Exchange of School Books.

We learn that a great deal of annoyance has been caused throughout this Province by reason of the failure of Mr. W. J. Gage, of Toronto, to fulfil his agreement with the Government in respect to the exchange of school books.

"The said Wm J. Gage will exchange the new Readers for Royal Readers of the same number, now in use in the Island schools, during the months of June and July next, and the Teacher of each school on said Island, or Secretary of the Board of School Trustees, shall be judge whether the Royal Readers in the hands of the pupils are sufficiently complete for the exchange."

It was also agreed, verbally, that the books should be supplied for exchange by common vendors throughout the Province.

Now the facts are, we believe, that a sufficient quantity of books was not provided to complete the exchange in June and July; that the books were not supplied for exchange by the common vendors; and that the teachers seem to have been impressed with the idea that they could only effect an exchange in respect to Royal Readers which were perfect and intact—Mr. Seaman or some other agent of Mr. Gage being the judge—though the phrase "now" in use in the public schools "clearly implies that any Royal Reader which a pupil can use in school shall be exchanged for a book of the same class supplied by Mr. Gage, and though it is clearly set out that the teachers themselves are the judges in the exchange.

The failure of Mr. Gage to fulfil his contract is to be regretted (1) on account of the annoyance it has caused, and (2) on account of the prejudice which it has created. The books are good books—more suitable, we believe, for the youth of Canada than the Royal Readers. But we fear that the people are inclined to reject them, as a result of the annoyance they have suffered, and will probably make their influence felt upon the Board of Education if Mr. Gage should persist in the course which he has adopted.

—THE EXAMINER'S Ottawa despatch indicates that chaos reigns in the camp of the Grits. This is not wonderful. They sowed the wind; they are now reaping the whirlwind.

Cuban Reciprocity.

[The Empire.]

If Spain has really given notice to Great Britain of the termination of the treaty of 1886, two questions affecting the Canadian trade interests in the Spanish West Indies arise.

First, will our products, protected by the most favored nation clause in that treaty, share, till the treaty expires, in the freedom from duty just conferred by Spain upon certain United States products entering Cuba, that is till July 1892? There seems to be good ground for the assumption that they will, Spain has refrained from making any but a provisional arrangement with the United States till the expiry of the treaty, as if she recognized its force. Meantime the Dominion Government, we may feel sure, is looking actively after the interests of the Nova Scotia fishermen and farmers who are chiefly concerned in this matter, and a definite reply will soon be forthcoming. The value of the products sent to the Spanish West Indies from Nova Scotia last year was over a million dollars, consisting of dry codfish, lumber and potatoes, not more than one-ninth of the province's total exports, it is true, but still a trade very important to those engaged in it.

The second question is when the treaty does expire, what chances have Britain and Canada of obtaining a new arrangement containing privileges similar to those just granted to the States? There will be ample opportunity for effecting some arrangement between now and next July, and Sir Charles Tupper, who looked after the interests of Canada in 1886 and secured for her in that treaty the most favored nation treatment, will again do his best for us. Fortunately the Mother Country has still a handle to secure a favorable trade arrangement in her dealings with Spain owing to the duties on wines, which are amongst the few remaining customs imposts kept up by Britain. Over \$4,000,000 worth of Spanish wines entered England direct in 1889, and her trade with Great Britain in other particulars is very important to her, so that the outlook is not by any means hopeless.

Canada's Trade with Great Britain.

The trade of Canada with the British Empire is already nearly one half of her total commerce and more than her trade with any other single nation. Taking the figures for last year we find that Canada's aggregate trade with the United States is in round numbers, \$92,800,000; her aggregate trade with the Empire was \$97,551,694, and this has been constantly expanding, having climbed up nearly \$10,000,000 since 1878. Analyzing this trade with the Empire its chief elements are found to be as follows:

Table with 2 columns: Country/Region and Value. Includes Great Britain (\$91,843,935), British West Indies (2,710,813), Newfoundland (1,655,378), Australasia (696,103), British Guiana (405,238), British East Indies (191,994), British Africa (80,360), and Other British possessions (67,773).

The Empire remarks that with the comparatively recent establishment of better steamship communication to the West Indies, and the prospect of similar connection with Australia, there is reason to look for steady growth in the volume of this commerce with the Empire. Certainly the grit proposal to saddle it with differential duties ranging from 30 to 60 per cent, under unrestricted reciprocity, is on its face a ruinous and absurd policy.

LADIES' blouses at cost at Jas. Paton & Co. 27 3/4

FUTURITY STAKES RACES.

A GRAND DAY'S SPORT.

Parkside Lowers His Record

But is Beaten by Dot.

The Spectators Enthusiastic

THE futurity stakes races for foals of 1888 and 1889 came off on the Summerside Driving Park yesterday afternoon and were very successful. There were about twelve hundred people present. The day was fine and clear, with, perhaps, a trifle too much sunshine for the comfort of the occupants of the grand stand, and the track was in good condition. The best of order was maintained throughout the day. There was not a sign of drunkenness in or about the Park. The special train from Charlottetown was in charge of Conductor Thomson, with Driver Hunter in the cab. The run to Summerside and return was made in good time.

The officers of the track were,— Judges—T. B. Grady, Summerside; Geo. F. Found, New London; E. O'Connor, Tignish.

Starter—T. B. Grady, Summerside. Distance Judge—Fred. Peters, Summerside.

Timers—R. C. McLeod and Geo. Godkin, Summerside.

Secretary—A. C. Rogers, Summerside.

It was a few minutes to two o'clock when the first heat of the three-year-old race was rung up. The following were the starters: Dot, bl f, by Administrator, dam by Dean Swift, owned by A. Black, Searleton, and driven by I. T. Winans; Parkside, b s, by Clay, dam Uinta, by Gen. Benton, Parkside Farm, Summerside, driven by J. Houghton; Almont Wilkes, b s, by Hernandez, dam Olive Wilkes, by George Wilkes, jr., H. Crawwell, St. Eleonors, driven by F. Folsom; Peerless, b f, by Principal, dam by Sir William Wallace, James McLeod, Summerside, driven by John Steele.

First Heat.—A start was made on the fifteenth score. Dot had a slight lead at the first turn, with Almont Wilkes next, Parkside following at his wheel, and Peerless just after. The quarter was passed in this order, excepting that Peerless broke and lost ground. After passing the quarter, Parkside gave Almont Wilkes the "go-by" and sailed for Dot, who was moving at an exceedingly lively rate. Dot passed under the wire in the first half with about a length of daylight between herself and Parkside, but before the turn was reached she was overhauled and passed by Parkside, who was moving in splendid form. Almont Wilkes was several lengths behind Dot, and Peerless, who was not behaving very well, was some distance in the rear. This order was maintained the remainder of the heat, Parkside winning by about two lengths over Dot, who took second place, with Almont Wilkes third and Peerless fourth. Parkside trotted magnificently throughout the heat, never once lifting his nose; Dot, however, broke twice, and the others lost their feet several times. Time 2:37 1/2.

Second Heat.—In this heat the horses got off on the eighth score. Parkside had the pole, with Dot second, Almont Wilkes third, and Peerless fourth. Before the half was reached, however, Almont Wilkes took second place from Dot, and kept that place until the finish. The race down the back stretch in the first half was grand, Parkside, Dot and Almont Wilkes being almost neck and neck for a time. The horses passed under the wire at the finish in the following order:—Parkside, Almont Wilkes, "Dot, Peerless was distanced. Time 2:41.

Third Heat.—Just after getting the word "go" in this heat all three went off their feet, but Parkside soon pulled himself together and took front place, with Dot and Almont at his wheel, neck and neck. This order was maintained until after the quarter, when Dot took second place, pushing Parkside. At the half there was no change in position. Dot broke once or twice during the first half, as did Almont, but the breaks did not amount to much. Dot was at Parkside's wheel until after the three-quarter pole was passed, when Parkside broke badly and was soon passed by Dot, who came in winner by about a length over Parkside, with Almont Wilkes third. Parkside was given third place for running. Time 2:41.

Fourth Heat.—All got off well together. Parkside, however, soon showed his nose ahead of the others, and Almont went off his feet slightly. But before the quarter was reached Dot had taken the lead from Parkside, and the race between these two from that to the finish was an exceedingly close one. At the half there was only a few feet between them, at the three-quarters they were neck and neck, and at the finish Parkside's nose was just behind the seat of Dot's sulky. Almont Wilkes was a good third. Time 2:38 1/2.

Fifth Heat.—Dot led at the start, with Parkside pressing her close. At the quarter Dot was a length ahead of Parkside, with Almont Wilkes right at the latter's wheel. The half was passed in this order. Almont Wilkes went off his feet twice after passing under the wire, and lost ground. The struggle between Dot and Parkside for first place was exceedingly hot, as in the previous heats, but after passing the three-quarter pole Parkside broke badly and Dot shot ahead, coming in winner, with Parkside second and Almont Wilkes third. Time 2:41 1/2.

SUMMARY. Summerside Driving Park, Aug. 26, 1891. Three-year-old race. Purses divided. Mile heats; best three in five.

A. Black's bl. f. Dot (Winans).....2 3 1 1 1 (Houghton) Farm, b. s. Parkside (Houghton).....1 1 3 2 2 H. Crawwell's b. s. Almont Wilkes (Folsom).....3 2 2 3 3 James McLeod's b. f. Peerless (J. Steele).....4 dis. Time 2:37 1/2, 2:41, 2:41, 2:38 1/2, 2:41 1/2.

The two-year-old class was the second event on the programme. There were six starters, viz., Harry Almont b g, by Hernandez, dam by Abdallah Messenger, owned by Michael H McCabe, Middleton, driven

by F Folsom; Chief Lock, bh, by Island Chief, dam by American Eagle, James McNeill, Summerside, driven by Fitzsimmons; Minnie Lee, bl f, by All Right, dam by French Lion, N Dawson, North Tryon, driven by Winan; Fleetwood, rn h, by Preceptor, dam Morena, by Almont Maubruno, Barrett Henderson, North River, driven by R J Steele; Alldallah, b g, by All Right, dam by Abdallah Messenger, Capt D McKinnon, Summerside, driven by John Steele; Alma Wilkes, ch f, by Croyton, dam Kildare Girl by Costin horse, W A Noonan, Summerside, driven by W A Noonan.

First Heat.—At the start Minnie Lee took the lead, with Harry Almont second, Chief Lock third and the others coming after, well together. Minnie Lee broke, however, just before the quarter was reached, and Harry Almont, who was doing splendid work and who had previously passed Chief Lock, shot ahead, securing a lead which he maintained until the finish, winning easily. Chief Lock was second, with Fleetwood third, Minnie Lee fourth, Alma Wilkes fifth and Alldallah sixth. Time, 3:07.

Second heat.—There were no less than twenty-five scores in this heat before a start was effected. When they did get off, however, Harry Almont took the lead which he easily maintained throughout the heat. There was a game race for second place between Chief Lock and Minnie Lee, the brunette having her nose at Chief's wheel when he passed under the wire at the finish. Fleetwood was given fifth place for running. Time, 3:11.

SUMMARY. Same day and track. Two-year-old race. Mile heats; best two in three. Purses divided. Michael H. McCabe's b. g. Harry Almont (Folsom).....1 1 James McNeill's b. h. Chief Lock (Fitzsimmons).....2 2 N. Dawson's bl. f. Minnie Lee (Winans).....4 4 B. Henderson's rn. h. Fleetwood (R. J. Steele).....3 5 W. A. Noonan's ch. f. Alma Wilkes (Noonan).....5 4 Capt. McKinnon's b. g. Alldallah (J. Steele).....6 dr Time, 3:07, 3:11.

Parkside lowered his record from 2:42 1/2 to 2:37 1/2, quite a snug clip for a three-year-old. And "Jimmy" is an excellent driver, too. Winans handled Dot well. The crowd fairly went wild over him, after each of the three heats won in the three-year-old, and some of the more enthusiastic of the spectators gave him the "cheer" and "Old Reliable" was immensely satisfied himself. Harry Almont, the winner of the two-year-old, is a promising youngster. Folsom held the ribbons over him in grand style.

In fact all the horses in the different classes were good movers, and their drivers did their best to win. But everyone couldn't take first place. The racing throughout was square and honest.

Some veterans from Charlottetown said they would not have missed the struggle between Parkside and Dot for any amount of money. It was certainly well worth seeing. The railway authorities very kindly held the special for Charlottetown at Summerside until the races were concluded, in order that visitors from the city might witness the concluding heats in the three-year-old race. Had the train left at the advertised time, the Charlottetown contingent would have missed the two most exciting heats of the race. The directors of the Park are to be congratulated upon the great success of the meeting.

The Latest Charge.

Respecting the latest charge preferred before the Senate Committee, the Ottawa correspondent of the St. John Sun reports: Mr. Langelier, the counsel, then made a statement that \$118,000 of federal subsidies on this line had been embezzled by the old company. He offered to prove it by the statutory declaration of one J. A. Taylor of Montreal.

Mr. Barwick objected, suggesting that instead of statutory declarations of Taylor, the man Taylor be brought himself.

Hon. Frank Smith took the same view. Hon. Power, O'Donohue and McInnes showed a strong preference for the statement over the live man.

Senator Robitaille, who is one party accused by Mr. Langelier, urged a full investigation. Mr. Langelier said his statutory declaration would show that there was evidence that \$118,000 of subsidy granted by the federal government to the company had been embezzled by the company, and that under threat of criminal proceedings the old company had refunded the money.

Hon. Frank Smith insisted that Taylor be brought, so that there need be no question of declarations.

The declaration was, however, read and Taylor is to be sent for.

The statement is now that the statutory declaration is but an illegal affidavit sworn before Mr. Langelier himself. It says: Roderick L. Macdonald, James Rogers, Geo. A. Taylor and others were to build the first twenty miles and to receive \$300,000 dominion subsidy and \$700,000 Quebec subsidy. They were to work to S. N. Armstrong when \$118,000 was due to them. This sum was paid not to them, nor had they been yet paid, but it had been paid to Mr. Riopel.

Before the close of the session Mr. Cockburn, M. P., and Mr. Barwick said that F. Langelier, now representing the Quebec government, had been counsel for the Ontario bank at Quebec. Mr. Cockburn said that Mr. Langelier, as the bank's counsel, had advised the bank not to go into the question of the \$280,000. Francois Langelier had been recommended to the bank by Mr. Mercier. The bank had been told that Mr. Langelier was Mercier's partner in Quebec and would see that the bank was paid all that was due from the province.

Personal.

Mr. Arch'd Irwin, of THE EXAMINER office, left this morning for a short visit to the Upper Provinces.

Mr. J. W. Godfrey left this morning for Quebec, en route for Edinburgh, intending to enter upon a course of study at the University there.

There were at the Seaside Hotel, August 19th: C D McPhee and Family, Denver, Col; Dr Saml D Rieley, Mrs S D Rieley, Miss Helen Rieley, Philadelphia, Pa. Aug. 22—Wm M Burgin, Miss Caroline A Burgin, Miss Alice Burgin, Wm M Burgin, jr, Philadelphia, Pa. Aug. 23—F Wixson, Ingersoll, Ont; Jas G Liddell, Brantford, Ont; D McKenzie, Ch'town.

WANTED.—A good general servant. References required. Apply to Miss ANNE ALLEY, Prince Street. 31 pd—aug22

The Grip in "Ye Olden Time."

A friend has furnished THE EXAMINER with a copy of The Royal Gazette and Prince Edward Island Recorder, Charlottetown, Saturday, April 8, 1826. From it we clip the following paragraph: "The totally unprecedented mildness of the late winter has never before been remembered by any of the oldest inhabitants; and we regret in having also to state that there has never been more sickness and sudden deaths than have occurred in the last two months. What is described as influenza, in an article under the Boston head, appears to be the same disease that prevails here. It has extended as far south as Charleston, and in the town of Boston, it is stated that 30,000 persons were afflicted with it in the latter part of March.

Shortage of Wheat.

The opinion of Sidney Klein, of the firm of William Klein & Sons, one of the wealthiest wheat firms of the United Kingdom, is worth quoting. He said:—"American farmers ought to realize that they have the whole world under their thumb. They are letting wheat out freely. Russia is 152,000,000 bushels short of rye for home consumption, most of her rye used go to Germany, where the whole army was fed on rye. Belgium, Holland and Germany are also very short of rye. This deficit must be made up by wheat from somewhere. Italy won't need more than 12,000,000 bushels for import this year, possibly less. France has fallen very short, and will require about 96,000,000 bushels. England will need the usual import of 140,000,000.

News Notes.

The trouble between the European powers and China is said to have assumed a more favorable phase. Frederick Strasser of Sparta was stung on the neck, near the jugular vein, by two bees and died with an hour.

By order of the German Emperor, the Prussian Minister of the Interior has issued a decree forbidding the use of baptismal names of a political character.

There has been in the department of Pyrenees Orientales a terrific hailstorm, which is reported to have destroyed hundreds of vineyards around Ceret.

One hundred thousand persons have already arrived at Treves to see the holy coast. Pilgrims, chanting as they go, march through the streets from 4 a. m. until midnight.

The United States' commissioners to Behring Sea have returned to Nanaimo on the steamer Albatross, having concluded their labors. The British commissioners are also returning.

Mr. Chauncey M. Depew, who is back in London, says in his recent travels on the continent that the chief topic of talk among the men he met was the failure of the European harvest.

The Bourse Gazette of St. Petersburg, declared that the Russian government has ordered the customs officials to confiscate all grain intended for export which is found to be mixed with more than 8 per cent. of rye.

A Toronto Globe correspondent writing from Portage la Prairie says: "Crops here are big beyond description. Another week without frost will mean millions to Manitoba. I never saw such wheat in my life. Plenty of it will go from 35 to 40 bushels to the acre."

The high price of coal on Mexican railroads has resulted in the adoption of a novel type of compound engines on locomotives. The high pressure cylinder is contained in the low pressure cylinder, and a saving of 25 per cent. in coal is obtained with only a little increase in weight.

It is stated that "sweating" is more an evil in Chicago to-day than it ever was in London, all conditions considered. The Chicago Tribune asserts and, what is more, proves that pantaloons are made at six cents a dozen. There is no mistake about it. "Seams sewed, bottoms hemmed, buttons on for half a cent a pair." These things are among the modern responsibilities of American life.

The jelly fish hasn't any teeth, but uses himself just as if he were a piece of paper when he is hungry, getting his food and then wrapping himself about it. The star fish, on the contrary, turns himself inside out and wraps his food around him, and stays that way until he has had enough. The prongs of the star fish look like teeth, but in reality they are not, being nothing but ornaments to his person.

DIED.

In this city, on Sunday, the 16th inst., Joseph Ivan, dearly beloved child of Alexander and Annie McDonald, aged 2 years.

At Little York, August 27th, of inflammation of the lungs, St-phen Mills, in his 82nd year. [Funeral to-morrow, at 4 o'clock, p. m.]

CHALLENGE.

A TEAM of ten men from the Crescent Football Club hereby challenge any other team in the city to run a race of Three Hundred Yards, with wagon, for an amount to be agreed upon by both parties, the team from the P. E. Island Railway preferred. This challenge to remain open for one week. N. RUNDLE.

FARM FOR SALE.

THE subscribers offer for sale the Farm formerly occupied by the late Patrick Traisior, at Fort Augustus. The farm contains about 165 acres, and in great part of which is under cultivation and in good condition. It is well located for procuring manure and for shipping. There is a good Dwelling House and first-class Outbuilding on the premises. Terms easy. Dated this 27th day of August, 1891. McLEOD, MORSON & McQUARRIE. aug27—dy 1m 2aw wy 2m her 2m

TEETH

\$8.00 and \$10.00 PER SET. First-class material and workmanship. Teeth filled at reasonable rates.—DR. J. P. MURRAY, Queen Street. 2m eod&waug

ANOTHER OPPORTUNITY

To Secure Some Rare Bargains.

We have secured One Case of sample WOOL KNIT SHAWLS—German make—which we shall offer for a short time at VERY MUCH below their value. A few of them slightly soiled will be sold for half price.

STILL ANOTHER.

We are now offering the balance of our SPRING SACQUES, DOLMANS, CAPES and FICHUS at prices reduced sufficiently to please the shrewdest buyer.

As we are anxious to completely close out these lines to make room for our immense Fall Stock, we shall not allow price to interfere with sales.

BEER BROS.

John McLeod & Co

Best Value in Summer Overcoatings!

Best Value in Scotch Tweed Suitings!

Best Value in Trowserings!

WE HAVE A MAGNIFICENT STOCK OF THESE GOODS. Prices away down to suit the times.

Special attention is directed to our \$15.00 and \$18.00 WORSTED SUITS. This is fully 20 per cent. lower than we have ever before offered the same quality of goods. TWEED SUITS from \$12.00 up. We defy competition. We guarantee first-class fits.

JOHN McLEOD & CO., Merchant Tailors, Upper Queen St.

Charlottetown, June 3, 1891.



Sustaining, Strength-giving, Invigorating.

JOHNSTON'S FLUID BEEF

IS A PERFECT FOOD FOR Invalids and Convalescents.

Supplying all the Nutritious Properties of Prime Beef in an Easily-Digested Form.

August 1, 1891—dy & wky

ST. PETER'S BOYS' SCHOOL

—WILL RE OPEN—

On Tuesday, September 1st.

FOR PARTICULARS APPLY TO REV. JAMES SIMPSON, HEAD MASTER.

aug18—eod

The Girls' School will open on MONDAY September 7th.

For St. John's, Newfoundland.



THE S. S. "BONAVISTA," for St. John's, Newfoundland, will be due at Charlottetown on MONDAY MORNING, the 21st inst., and will carry cattle and sheep on deck. For Freight or Passage apply to PEAKE BROS. & CO., Agents. aug26—3i

Opening Races

—AT—

SOURIS DRIVING PARK

—ON—

Saturday, Sept. 26th, 1891.

\$230 IN PRIZES!

National Trotting Association Rules.

CHEAP RAILWAY FARES:—From Charlottetown and return, 85 cents, and all intermediate stations in proportion. Special Train arriving at Souris at 10 o'clock (local); returning, leav. s Souris at 6 p. m.

1st. Green Race.....Purse \$30 00 2nd. Three Minute Class....." 50 00 3rd. 2 45 Class....." 50 00

In addition to the above, a purse of \$100 is offered a class making a record of 2:33. In this race three to enter and two to start. In the first, second and third races, five to enter and three to start. Purses to be divided:—60, 30 and 10 per cent. for first, second and third respectively, except fourth race, which will be 65 and 35 per cent.

Entrance fee payable as follows:—5 per cent. with nomination, and 5 per cent. the evening before the races. All entries to close September 25 h. Refreshment Saloons and all the amusements usual at public gatherings will be provided.

To make this the best day's sport of the season we want everybody to attend. Admission to Grounds, 25 cents. GEO. B. McEACHERN, Secretary.

Souris, August 21, 1891.

Excursion to Crapaud!

IN place of the advertised trips, the Steamer HEATHER BELLE will leave Steam Navigation Co's Wharf on SATURDAY, the 29th August, inst., at 8 o'clock, a. m., for Crapaud. Returning, will leave Crapaud at 5 o'clock, p. m. Return Tickets, 60 cents. Parties going will have an opportunity to witness the races to be held that day at the Crapaud Driving Park. L. C. OWEN, Agent. Charlottetown, Aug. 24, 1891—dy 4i

HILLSBOROUGH HOUSE,

KENT STREET, CH'TOWN.

Near Corner Kent and Prince Streets.

Permanent and Transient Boarders accommodated at reasonable rates.

THIS HOUSE is within easy distance of Churches, Colleges, Schools, Post Office, etc., and will be found convenient for Students and others who desire to be centrally located. MRS. LEDWELL. aug19—dy & wky tf

LOST.

A FRENCH POODLE DOG, color white one ear tipped with yellow. Liberal reward given to the finder. Apply at THE EXAMINER office. aug25