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E. R. Brown

General Agent
Charlottetown

THE DAILY EXAMINER.

SEPTEMBER 27, 1897.

AN ENGLISH OPINION.

It seems that there were some people in England who took Sir Wilfrid Laurier's speeches seriously, and really believed that he meant what he said when he intimated that Canada did not desire a preference for her products in the markets of Great Britain. But the shrewd men of business, the men who are conversant with the facts of the case, evidently did not take much stock in the premier's statement. The British Trade Journal, the principal paper of that class in Great Britain, was not deceived, and expresses itself after the following fashion: "We have frequently directed attention to the fact that every trade journal in England entertains the opinion that 'preferential tariffs on the part of the colonies involve an equivalent preference on the part of Great Britain. During the grand jubilee celebration in England it may have been all right and proper that the accomplished and eloquent premier of Canada should dilate on the loyalty of Canadians their affection for her majesty and their attachment to British institutions. It may have been quite fair that Sir Wilfrid Laurier should claim credit for the fact that Canada granted preferential tariff treatment to England without any stipulation for an equivalent, but it was an act of supreme folly for him to tell the British government and people that 'Canada neither hoped nor desired any preference for its products in the markets of the mother country.' The Economist seems to have taken the weight of the accomplished and eloquent premier's utterances.

NOTES AND COMMENTS

"Sir All Over Mowat" is what the Brantford Courier calls him.
—It is said that Japan is smuggling a large number of soldiers disguised as laborers into Hawaii, to resist, forcibly, if necessary, the annexation of the islands to the United States.
—Professors Shutt and Gilbert delivered interesting and instructive addresses at a farmer's meeting in Ludlow Hall, Summerside, on Saturday afternoon. But, as in Charlottetown the meeting was not largely attended.
—The Brantford Courier says that as a matter of fact the assertion of the Grits that they have made a nation of the Dominion because Great Britain has denounced two treaties whose effects the aforesaid Grits were in complete ignorance of, cannot be regarded as otherwise than a most grotesque and laughable claim.
—The Halifax Herald rises to remark that the New Canadian Atlantic service consists of grit ministers. It has been running all summer without intermission, and the season is not over yet. The running expenses for the season would be enough to subsidize a useful freight line; and one of the latest trips will consist of Fielding's to the London money market to get the wherewithal to pay the bills. This is an economical administration, you see!
—The Paris Figaro is "authority for the report that Slatin Pasha on behalf of Great Britain, and Zobein Pasha on behalf of the Khalifa, have arranged the following terms of peace: "The Anglo-Egyptian occupation to extend up to Khartoum, but no further. The Khalifa to remain governor of Khartoum district under Anglo-Egyptian protection. Gisman Digna to transfer himself and his forces to the service of Great Britain,—of course for a consideration."

—Mail and Empire: The gentleman who wants Canada to be designated henceforth "the British Empire North-West" is proposing a rather complicated name. We are all right as the Dominion of Canada. It is to be hoped that in time a sisterhood of Dominions—British Dominions—will ornament the map of the world. Some of our Australian friends are talking of calling confederated Australia the Commonwealth of Australia. Let them name it the Dominion of Australia. Then when Africa is united we may have the Dominion of Africa as well. "Dominion" is a comprehensible word, and it is not patented. We would not part with it, and we do not want to monopolize it.

About the middle of October an exhibition will be opened at the Imperial Institution of all the jubilee gifts and addresses presented to the Queen during the celebration of her jubilee. Half of the proceeds will go to the Prince and Princess of Wales hospital fund, the contributions to that charity having fallen far short of expectation, reaching only a total of £185,000.

LETTER FROM DR. REED.

Sir,—I enclose you copy of a letter received by me from Dr. Reid, judge of horses at the exhibition. The subject is an important one, and I send you the copy of Dr. Reid's letter as I have no doubt but that you would like to bring it before your readers.

Yours,
A. B. WARBURTON,
secretary.

CH'TOWN, Sept. 25, 1897.

A. B. WARBURTON, ESQ.,
Secretary Exhibition.

DEAR SIR,—I feel that I cannot depart from your beautiful Island, after this my fourth visit, in the capacity of judge of horses at your annual exhibition, without tendering through you to the President and Directors, my sincere thanks for the many kindnesses received and also complimenting you upon the almost perfect system which your exhibition is conducted. It is very flattering to me to be asked to officiate at Charlottetown year after year. You will doubtless remember that in 1896 I wrote a short article, which the Patriot was kind enough to publish, giving my opinion as to the quality of the horses on the Island and stating what I thought was needed, viz., an infusion of thoroughbred blood in order to produce carriage horses, saddlers and hunters, horses which are in demand at fancy prices. Said article met the eye of some of the publishers of American Trotting Horse Journals, who are so essentially and solely "standard-bred" men that they can't see anything good in anything that is not standard-bred. They took me to task severely, stated that I was a hundred years behind the times, &c., &c., and made the astounding statement that the proper and in fact the only way to produce carriage horses is to breed standard-bred mares to standard bred sires. I do not consider the statement worthy of argument. Any man who has made a study of breeding will at once see the folly of the statement. I do not deny that some exceptionally fine carriage horses and prize winners in first-class company are standard, but I do claim that it is the very rare exception and that a very small percentage of the standard bred colts produced in either Canada or the United States make carriage horses such as demand a good price in the markets of today. I also claim that if a man were contemplating the production of carriage horses for a business he would be considered almost a fit subject for a lunatic asylum were he to select as his dams and sires standard-bred animals. The American trotting horse or the standard-bred has been bred for many generations with the sole idea of producing extreme speed at the trotting or pacing gait, and any man who claims that he can produce carriage horses with any degree of regularity from such animals at once denies all the recognized laws of breeding, and when carriage horses are produced from standard animals on both sides it is generally traceable to a law of breeding known as atavism or breeding back. Many, very many, of our highest class carriage horses are sired by good big high-actioned standard-breds; but as I have already stated the dams are seldom standard, but contain thoroughbred blood closer up than is usually found in the much landed class. As regards standardbred animals it would be hard to find a finer lot of either sires or dams than is owned on the Island, and I think the breeders here are as intelligent a class of men as can be found any place. Of late years they have been making their mares with a view to produce size and action, and I consider that the very fact that there is not on the Island today a typical carriage horse, and very few moderately good ones, proves beyond the possibility of successful contradiction that there is something radically wrong with the system of breeding, that there is some essential element lacking, and I still claim (the opinions of extreme standard-bred advocates to the contrary, notwithstanding) that that element is thoroughbred blood. There are many mares on the island that are well calculated to mate with a good big thoroughbred of good conformation, quality and action. In many cases carriage horses would be produced by the first cross, in others it would be necessary to mate the half bred mares with one of your excellent standard-bred sires with both size and action; as to the production of saddlers and hunters, animals that are always in demand at fair prices, and if you can get them up to weight, at fancy prices, even the most rabid advocate of the standard bred would not dare to say that he is the proper sire. These two classes, viz. carriage horses and saddlers, are sadly needed in this Province in order to make breeding profitable. You are very well supplied with heavy draft stallions, with a fair supply of dams with which to mate them. I know of some very superior Clydesdale and Shire stallions.

There can be no doubt that the market for good horses is going to continue to improve. The improvement within the last few months has been very marked, and of its continuance I have no doubt. In fact I think we are on the verge of a horse famine, which is accounted for by the very great suspension in breeding operations during the last few years. It may be that even the low class horse will soon again demand a fair price, but not

sufficient to warrant his production. But the high grade animal of any class, either heavy draft, carriage, saddle or roadster, will, in my opinion, soon demand a price that will be profitable to the breeder, and in case of exceptionally good animals, fancy prices, possibly even approaching the extravagant prices of a few years ago, will be realized. It will certainly not pay the breeder to produce an inferior animal, and in order to avoid this he must breed intelligently and secure the services of the very best sire procurable of the class of animals he hopes to produce. I notice in your prize list the absence of a section, that unfortunately appears in that of many societies, viz. prizes offered for Agricultural Stallions. I consider it was very unwise for any Agricultural Society to encourage the propagation of stock in any class of animal from sires other than pure bred. The progeny of a pure bred sire out of a cross-bred dam is necessarily impure, but the progeny of one of these impure sires out of like dams becomes a mongrel. Hence we at once see the necessity of being careful to breed to sires of good pedigree. We must not consider pedigree alone, that is, breed to a sire simply because he is a pure-bred but must always be careful to have a good individual. While this fact applies to all classes it especially applies to the thoroughbred. This horse, the only animal in the world that is entitled to the term "thoroughbred," has greater prepotency (or power to transmit to his progeny his own peculiarities) than any other animal, and I have noticed that where there are any undesirable qualities, whether in size, conformation, quality or action in a thoroughbred sire, these peculiarities are usually shown to a much more marked extent in the progeny than in the sire; hence we must be very particular to select a superior animal in all respects as the sire of our colts. I hope, at an early date, (should I again have the pleasure of selecting the winners in the various classes at your Exhibition in future years) to be able to award the prize of \$100.00 offered for a thoroughbred stallion. I trust you will excuse me for dwelling so long on this point, but I am a great admirer of this horse and I can see the urgent need of his introduction on the Island. Very truly yours,
J. H. REED,
Guelph, Ont.

CONCERNING THE LOBSTER BUSINESS

Sir,—I am at a loss to know what the persons on board the government steamer do with the lobsters they take out of the traps. Have they any more right to kill and eat lobsters than the poor fisherman? I was watching their movements one day they were destroying traps and I saw that the traps that had lobsters in them were taken on board the steamer, but those that had no lobsters in them were cut off the backline before they were any more than out of the water. Now if it is right for government officials to kill and eat lobsters why is it not right for the poor fisherman to kill and pack them? Is it more of a crime to pack them than to eat them? Or do government men get outlawed when they get an office? I am inclined to think they do, for they can hide behind a robe of seeming truth and trust; but the poor fisherman, whether he is outlawed or not, has nothing to hide behind but the darkness of the night. Even then he is watched and dogged by parties that are fed on government pap and promises. Will some person be kind enough to let me know if there is a lobster factory on board the cutter? If there is may I go on board to look for work.

BARRY SCOTLAND.

NEWS NOTES.

There are rumors in Yokohama of the possibility of an alliance between China and Japan.

A British Consular report says that owing to the expansion of the tin plate industry, under the Dingley tariff, the American market is almost wholly lost to South Wales.

Spain is very anxious to form an alliance with England to resist the extension of the Monroe doctrine by the United States, but such an alliance is not believed to be within the range of diplomatic possibilities.

An explosion of naphtha occurred on board the schr Abbie M. Deering at Lynn, Mass, a few days ago, and the vessel is almost a complete wreck. One man was badly hurt. The vessel was purchased in Gloucester recently and was being fitted out for a Klondike expedition.

Joe Patchen easily defeated Star Pointer two out of three heats at the Milwaukee, Wis., fair a few days ago. Pointer won the first heat in 2.03 1/2, breaking the state record. The big bay acted badly in the second and third heats, however, and Patchen carried off the \$3,000 purse.

A despatch to the London Daily Mail from Bucharest says that while a battery of artillery was passing through the town of Pitesti, Roumania, an ammunition wagon exploded. Four men were instantly blown to pieces and eleven injured so seriously that three have since succumbed.

The Ottawa Journal, always well informed, sounds a note of warning by pointing out that "Premier Laurier's digestive

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The Jacket Leaders.

apparatus is apparently not to be given much chance to recover from the jubilee strain." The outlook for Sir Wilfrid seems to be growing more and more alarming as the weeks roll by.

The latest developments in the use of waste is a scheme to produce hot water at a half-penny per gallon from the waste heat the street gas lamps. A machine for this purpose has been exhibited and appears to work effectively. The various parish authorities of the poorer districts of London are considering its introduction into the streets.

Isaac Leppley, a farm-worker of Shamokin, Pa., townships was arrested last week on a charge of having entered the barn of Dairymen M. J. Sober, of Elysburg, and placing a quantity of Paris Green in milk cans. Mr. Sober, next morning sent this hired man to Shamokin with the milk, not knowing that it had been poisoned. Two hours later the farm girls found traces of poison in the milk cans and George Sober jumped on his bicycle and started for Shamokin, six miles distant, to warn the two hundred families in his father's milk route not to use the fluid. On reaching Shamokin he notified the authorities, and several men were hurried over the route with the warning. So far as known they were successful in preventing the use of the milk. Leppley was discharged by Sober some time ago.

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