



It Pays to Buy at PERKINS



We Want You...

TO SEE OUR DISPLAY OF

Crash Suits, Suit Suits, Denim Suits, Pique Suits, Cloth Suits.

and pass judgement upon the styles and values we show

Stylish Spring Coats

In spring coats we are showing the season's choicest styles, newest shapes, best quality, perfect in fit, and exceedingly low price.

High-Class Millinery

We show in Bonnets Dress Hats and Toques, some of the choicest creations from the leading English and American houses. Also a very large and attractive collection from our own work rooms

Flowers and Foliage

In every desirable style New Wings, Quills, Birds, Aigrettes, Millinery, Ornaments, Straw and Fancy Braids, Embroideries, Crowns, Chiffons, Laces, Ribbons, in fact, everything required in the making of this seasons Hats,

F. Perkins & Co THE MILLINERY LEADERS SUNNYSIDE.

THE DAILY EXAMINER

APRIL 26 1899

A BLUNDER CORRECTED.

AFTER the Legislature met this forenoon, the Lieutenant Governor came down and gave his assent on the Charlottetown Sewerage amendment bill, which provides for the election to the Board of Commissioners of a successor to the Hon. David Laird, after Mr. Laird's resignation.

A LOBSTER INSPECTOR.

COMPLAINTS as to the inferior quality of P. E. Island canned lobsters continue to come from England. These complaints may result, in part, from the desire of English dealers to depreciate our goods in order that they may buy them at low figures and so make the more money out of them. Perhaps our Solons now in session might well, when providing for the inspection of cheese, provide also for the inspection of lobsters. At any rate our lobster packers and shippers will do well if, in the future, they exercise the utmost care. It is greatly to be regretted that the character of our lobster output is not high in the British market.

BOUNDARY OF ALASKA.

It appears that an unexpected delay has occurred in the negotiations towards the boundary modus vivendi. At the outset the United States proposed a modus vivendi with a temporary line along certain peaks. The British Ambassador forwarded this to London and Ottawa. The Canadian officials have now proposed the line, and after considerable delay the authorities in London approve of the changes proposed by Canada. It is not stated what the respective lines are, but they are sufficiently apart to make it quite unlikely that any immediate agreement can be reached, even of a temporary nature, as to the boundary.

DEATH OF MR. PROWSE.

We announce to-day, with regret, the death of Mr. William Prowse, who passed away this morning. Mr. Prowse was born in this province but left it eleven years ago for the United States, settling in Boston. About a year ago his health began to fail, and he was induced to return to his native land, where he has since resided. His last illness was of short duration. He was confined to his bed only four days. Mr. Prowse was in his 69th year, and was highly respected by a large circle of acquaintances. A wife and family of eleven—eight sons and three daughters—are left to mourn. Mr. L. E. Prowse, M. L. A., and Mr. B. C. Prowse, (of the enterprising firm of Prowse Bros) are sons of the deceased.

FRESH FISH FOR ENGLAND.

A letter from a Liverpool commission merchant to one of our shippers, dated April 8th, contains the following paragraph: "Since writing you on the 22nd, ulto, we have received your favor of the 14th, idem, on the subject of smelts. We have gone carefully into this matter, and after due consideration, we cannot recommend you to ship smelts to this market, there is so much fresh fish to be had, excepting when we have heavy gales, plaice, con, and other fresh fish is very cheap, and we do not think you can ship smelts to this market with either satisfaction or profit to yourself. We had one small parcel shipped to us in cold storage per 'Gasparis' but unfortunately when they arrived they were all putrid, had they arrived in good condition we would have been able to speak quite definitely about them."

This information does not agree with that brought back by the worthy commissioner of the Provincial Government who, if we mistake not, quoted smelts at 48c per lb. It shows that the conditions are not such as to justify shippers in sending fresh fish to the English market. Mr. Fisher's "cold storage" must materialize to a much greater extent than it has before if it will be wise to risk money in the export of fresh fish to England.

The Patriot is, of course, wrong in insinuating that the Conservatives in the Legislature are opposed to a bridge across the Hillsborough. They are only opposed to "going it blind".

—Senior Castelar has, it now appears, been returned by a large majority in his own constituency, but having sustained a moral defeat in the country generally, he will refuse to serve. The Montreal Gazette remarks that herein he shows himself neither a man of spirit, nor a capable parliamentarian. A strong and efficient opposition is as necessary as a strong and efficient government to the proper working of the parliamentary system, and the man who will only lead when his party is in power is generally a man they can do without.

NORTH WILTSHIRE CURVE.

THE House of Commons Hansard for April 19th, to hand, contains the following interesting item:

Mr. Alexander Martin asked:

- 1. Has the work of straightening the curve on the Prince Edward Island Railway, at North Wiltshire been completed? 2. If so, what is the total cost? 3. If the work is not completed, what is the cost to this date? 4. What is the length of the track newly built, and what is the cost rate per mile? 5. Were the old rails and sleepers used on the new track? 6. How much has the railway mileage of the road been shortened by the change? 7. What was the degree of curvature at North Wiltshire, on the Prince Edward Island Railway, before the work of straightening began? 8. What is the degree of curvature at this point today, after the change is made? 9. What was the gradient at this point before work began? 10. What is the gradient now? The Minister of Railways and Canals (Mr. Blair) 1. The work of straightening the curves on Prince Edward Island Railway at North Wiltshire has not yet been completed. 2. The total cost of the work cannot be given until completed. 3. The cost of the work up to the end of February, 1899, is \$24,410.97. 4. The length of new built track is 5,100 feet. The cost per mile cannot be given until the work is completed. 5. Some of the old rails were used and others were taken from rails in stock new sleepers were used. 6. The railroad has been shortened by 3,281 feet by the change. 7. The sharpest curves before the work of straightening commenced were three long ones of 40, 30 and 20 minutes. 8. The sharpest curves after the work of straightening commenced were one short one of 20 minutes. 9. The maximum gradient now is 103 feet to the mile, but when the work is completed it will be 65 feet to the mile. A very patent job is here made evident. True the amount as compared with the money spent upon other jobs in the other parts of Canada is insignificant. This is only a sample by which the people of Prince Edward Island may learn how the public money is being squandered elsewhere. Our railway has been shortened by 3,281 feet the curvature at North Wiltshire has been lessened from 9'30" to 9'8", and the grade has been raised from 58 feet to the mile to 103 feet to the mile, at a cost of close upon \$25,000—and the end is not yet. Mr. Martin's questions were searching. But he ought to have enquired the height of the new embankment and the depth of the cutting, and whether the danger of travelling there has been increased or decreased? The answers to these questions would have thrown a bright light upon the dark transaction.

Why did not the Northumberland bring over a mail this morning? Captain Cameron would have been glad to have brought it along, and we should have had it eight hours earlier than we shall get it by the Stanley. —We are to have a vaster expenditure than has been. But there is no evidence yet that the Government will go on, next year, with the construction of the Belfast and Murray Harbour Railway. But look out for the supplementary estimates. —Judge Killam, who has lately been elevated to the Chief Justiceship of Manitoba, is a Liberal, appointed to the bench by Sir John Macdonald. Under the spoils system of to-day no opponent of the Government receives a judicial appointment. The Quebec Government has just created three more judgeships for the party to fill in order that clamorous Liberals may be shelved.

PROVINCIAL LEGISLATURE.

Continued from page 2)

railway to Belfast and Murray Harbour. We have on the one hand the saving of the expense of the ferry and the increased accommodation for the people of Belfast and Murray Harbour. He asked were all these privileges worth \$12,000. The Attorney General claimed that we would not be compelled to pay a greater amount than we do at present. The hon. member from New Perth claimed that it would cost \$14,000 more, and even if the bridge cost \$15,000 more would that be too much to pay for the privileges enumerated which we consider the advantages of other parts of the Island. Twenty-seven years ago a railway bill was introduced into this House and was supported by the predecessors of these hon. gentlemen for their own benefit and for the benefit of their successors. That bill became law and \$3,000,000 of the capital of this province was paid for the undertaking. The balance of our capital has been yielding 5 per cent from that date up to the present time. If that \$3,000,000 were still to our credit bearing 5 per cent it would yield \$150,000 revenue yearly. Besides that amount the Dominion Government pays \$70,000 yearly towards the operating of this railway. This means that the sections of the Province traversed by the railway receive \$220,000 yearly in which the people south of the Hillsborough have no part. We are demanding our just proportion. The amount claimed would be \$55,000, and how can any hon. gentleman deny us \$12,000 without laying themselves open to the charge of selfishness. Mr. Arthur Peters thought that in view of the figures given by the Attorney General regarding the cost of the ferry it would be madness not to vote for the resolution before the House. It would certainly have his earnest support, and he believed that his action in voting for the measure would be endorsed by his constituents. Hon. Mr. Richards reviewed the cost of

the ferry and showed the deficits which occurred each year. He believed that by building the bridge the Government would effect a saving; and besides there would be a greatly improved service. At the outside they would not be called upon to pay more than \$12,000 a year which is something less than the ferry costs, and he failed to see how it could be said that by supporting the resolution \$40,000 would be added to the debt of the province. He thought the proposition of the Dominion government regarding the bridge a fair one and it should be taken advantage of. Mr. Birch did not think that under the present circumstances he would be justified in voting for increasing the burdens of the people to the tune of \$100,000. He thought the proposition of the Dominion Government to contribute was outrageous, and he would like to have something more than the verbal statement of the Ministers that the bridge would be built. If we passed the resolution said he, and incorporated it into law, our claims upon the Dominion would be swept away. He believed that the figures regarding the ferry given by the Attorney General were unreliable, and expressed the opinion that if they were submitted to any three members of the House this would be seen. Hon. Mr. McLean expressed himself as favorable to the construction of the bridge as a measure of justice to the people of Belfast and Murray Harbour. He believed the proposed bridge would mean a saving to the province, while it would be a great advantage to the people on the south side. Hon. Mr. Mr. Sinclair also believed that the bridge would effect a saving instead of adding to the provincial debt. He thought it was the duty of the House to support the resolution. Mr. A. J. Macdonald regretted that in view of all the facts he could not see his way clear to support the resolution before the House. The proposition involves extra taxation as if the burden is not heavy enough at present. He believed that even if the bridge were built the ferry

steamers would have to be main a need. He did not believe the figures given by the Attorney General were correct, but thought the figures given by the hon. member for New Perth were as nearly accurate as possible. Toll bridges had been done away with elsewhere; and he thought that the toll on the ferry if introduced here would not be continued for any length of time. At the evening session Mr. D. A. McKinnon, who had the floor at six o'clock, resumed the debate. He criticised the opposition and the party which they represented and charged them with being opposed to the southern railway and the bridge. The branch railways which Sir Charles Tupper promised had been supported by the Conservatives although they had estimated the cost of any data regarding them. The hon. member from New Perth also supported the scheme of a tunnel across the Hillsborough when it was before the House some years ago and spoke in a feeling way regarding the wants of the people on the southern side of the river. They were then badly in need of a commodious, but now when the bridge project is before them, the annual cost of which will be the same as the proposed tunnel, he opposes it. Everyone knows that the building of a bridge is practicable, and Mr. Martin says its construction would mean a saving of \$3000 or \$3000 besides doing away with the two ferry boats. He urged the House to support the resolution, and thus strengthen the hands of Sir Louis Davies in regard to the bridge proposal. (Continued on page 5)

Don't Let Water Leak In

We can re-gravel that roof, and make it as good as new. Our long experience guarantees you a perfect job. We do the kind of work you want—and only charge the price of the kind you won't have—a poor job.

If You're Thinking of Bulding

don't do it without consulting us. We will gladly furnish plans of modern cottages, or large houses, and will figure on buildings, or jobs of any kind.

WM. W. HARPER Manufacturing Contractor, 1127 1/2 Street

Odd Lines Jardiniers

A few left, different colors and sizes. Low prices to clear.

FANCY FLOWER POTS. FANCY JUGS Different sizes and shapes.

BUTTER DISHES at 7, 10, 12, 15 and 20 cents. Fancy cup, saucer and plate, porridge sets, all at a discount

SANDERSON & CO VICTORIA ROW



PAY NOW

OVERDUE ACCOUNTS will pass into other hands for collection.

Change IN Business

Every article in our store is on sale at reduced prices for CASH ONLY.

MARK WRIGHT & CO., Ltd

