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And see our assortment of Pies, Cakes &c. They are of the best quality but cheap as the cheapest.
 Chocolate Pies 20 and 25c.
 Coconut Pies 15 and 20c.
 Cream Pies 12 and 15c.
 Apple and Mince 10c each.
 Doughnuts 10c per dozen.
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HOUSEKEEPING

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Prince Edward Island Railway

On and after Monday, December 11th, 1899, the Express train due to depart from Summerside 8 00 p. m., for Charlottetown, will until further notice depart at 6.10 p. m., instead, and the train due to leave Emerald at 8.50 p. m., will be due to leave at 7.15 p. m., for Cape Traverse.

The above change is in consequence of the earlier arrival of the Steamer Northumberland, at Summerside.

G. A. SHARP,
 Supt.
 Railway Office
 Ch'town, Dec 11, 99—c31

The most popular Xmas present is a fancy cup and saucer. We have the best, cheapest and largest assortment in the city.—W. P. Colwill.

THE DAILY EXAMINER

DECEMBER 11, 1899.

**THE GOVERNMENT AND
THE CONTINGENT.**

The precious time that Sir Wilfrid Laurier lost at Chicago was frittered away at the expense of the comfort and fitness of the Canadian contingent sent to South Africa. W. Richmond Smith, the Montreal Star's correspondent with the contingent, gives a full description of the result of the government's bad management and says:

"Undue and even criminal haste marks every move of the Government in this matter. The wisdom of the method chosen for selecting both officers and men of the contingent is, to say the least of it, open to severe criticism. Gathered from the four corners of the Dominion within a comparatively few days, many of them boasting of no further qualifications for active military service than their physical fitness, the contingent was one of the rawest levies that ever embarked upon a troopship bound for active service. Among them were scores of men who had never handled a rifle or done an hour's drill before. Hurried to Quebec from all parts of the country, on a few days' notice, the different units which went to make up the contingent were in an utterly disorganized state. Some of the companies were very much over, and others very much under strength. They had never met each other before, and had absolutely no military training even in companies, much less in battalions. During the few days they were in barracks at the Ancient Capital before sailing, everything was chaos and confusion. Two weeks' work had to be done in two days. The time was occupied entirely in serving out uniforms, outfits and arms. There was no time for drill; no time for anything except the hurried preparations which were necessary to enable the contingent to embark. This was the force which was marched through the streets of Quebec from the Citadel and was hurriedly shoved aboard the Sardinian. It was a little better than an armed mob. The same mad haste marked the work of transforming the Sardinian into a troopship. The plan for the accommodation of the troops on board may or may not have been the best that might have been adopted, but even as it was, sufficient time was not allowed to have the vessel transformed into even a makeshift troopship. Through want of time and proper supervision, necessary facilities for the comfort and good health of the troops were lacking. Whosoever the fault, this much is certain, the Sardinian sailed from Quebec a full week before she was ready; and even at the moment of her departure she was still in the hands of the carpenters. It is quite safe to say that the condition in which she left Quebec was such that, had she attempted to sail from a British port she would not have been allowed to do so with troops aboard. For instance, some of the most important officers of the regiment did not receive their appointments until a few days, and in some cases a few hours, before the ship sailed. The result was that the important duties those officers had to perform were not performed at all. A striking instance of this was the appointment of the quartermaster, Major Denison, who had only a few days' notice. In the case of a regiment embarking on a troopship for active service, the position of quartermaster is one of the utmost importance. Upon him devolves the duty of attending to the stores and the superintending of their being loaded upon the vessel. Major Denison was appointed so late that he was unable to personally supervise the loading of the stores. Nor does it appear that his duties were performed by any one else. The result was that when the Sardinian sailed from Quebec no one knew what the stores were or where they were stowed. Perishable delicacies for the troops had been lowered into the various holds both in Montreal and Quebec without supervision, and in many cases were useless when discovered by the quartermaster in his hunt through the cargo after the voyage was begun. The embarkation was like everything else. It was done in a mad hurry and without any of the system employed in embarking troops in the Imperial service. When the contingent was marched on board neither the officers nor the men had any idea where their quarters were. They were simply shoved on board and packed

below. Everything was in the utmost confusion."

It speaks well for the officers and men of the contingent that out of the confusion they brought discipline and order:

"Speaking with an officer in the Imperial service, who is attached to the contingent and who has perhaps more knowledge of Imperial troops than any officer on board, I asked him what he thought of the fitness of the force for active service. He replied that during the first few days after the contingent left Quebec he regarded their chance of being able to take the field in time to see active service as utterly hopeless. They were, he said, little more than an armed mob. The tremendous improvement noticeable after two weeks' work upon the unsteady decks of the ship, where only squad drill was impossible, had induced him to change his opinion. The bright intelligence of the men, and the enthusiastic manner in which they entered into the spirit of their work, had worked a marvellous change.

There have been any number of instances during the voyage of this earnestness and enthusiasm of the men. For instance, an order was issued the other day calling upon all men in the ranks who were tradesmen, that is, tailors, blacksmiths, carpenters, etc., to report to the sergeants of their companies. At first this order was almost disregarded, and only a few men reported as ordered. Captain Weeks, who is in command of the New Brunswick and Prince Edward Island company, was personally aware that there were several men in his company who were tradesmen, and who had not obeyed the order to report. He taxed the men he knew about the matter. He was very promptly told by the men that they had enlisted to fight, and not to work at their trades. Extra pay and a soft snap so far as drill was concerned was not what they were looking for. They absolutely refused to work at their trades, either on board ship or in camp, unless he gave them his word that they would not be taken off the drilling and fighting strength of the regiment. No argument would induce them to change this decision. This was reported to Colonel Otter, and the result was that the men got the assurance that if there was any active work to be done they would be in it. They then turned in willingly and worked at their trades. This is but one of many similar instances of the enthusiasm and esprit de corps of the different companies.

NOTES AND COMMENTS.

—It is no longer Hugh John McDonald. It is Huge John, now!

—The Patriot claims two winter steamers. Where are they?

—Attorney General McKinnon is not digging for coal these days—he's at other work now!

—Perhaps General Gatacre will be more careful in future. A bad beginning may result in a good ending.

—The Patriot Rooster is taking a rest. New London, Tigisib, Manitoba, not a crow! Be fast and Murray Harbor, next.

—The Manitoba victory has been called "a political Omdurman"—to be followed, ere long, by the fall of the Kalifa, himself!

—The Patriot asks for a single case of corruption. How does the meat contracts suit its ideas of purity, also the dismissal of McKenzie from ferry wharf?

—The people of Belfast and Murray Harbor are as much in duty bound to vindicate the political decency of Canada as those of Manitoba. Let them turn the rascals out.

—In view of the oft repeated assurance and boast of the Liberals that they "settled the Manitoba School Question," the Guardian's attempt to resurrect it is ridiculous.

—How is the Farquharson License Act working in Charlottetown? How many prosecutions have there been under the well-paid inspector? Has the Premier given the word to "go slow" as another election deal?

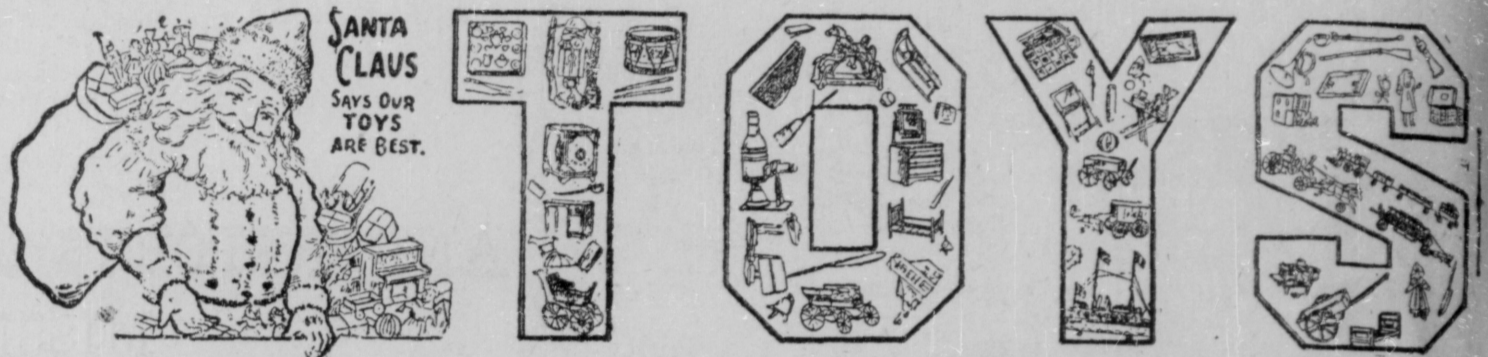
—Remember how the Conservatives treated the Hon Benjamin Davies; and then think how the Liberals treated the Rev. Donald McNeill, — first reducing his small salary and then summarily dismissing him after twenty-five years of honest service.

—The cold weather of Manitoba will knock the election fever out of Messrs Laurier, Tarte & Co. We may therefore count on another session, and all that the present incumbents can "take out of the thing." Then, as Mr. Dooley puts it, "No encore."

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for Xmas Trade**

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Wonderful Bargains in Toys. Prices have fallen over a precipice at the BIG STORE.

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100 Dolls
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broken.**



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SLIGHTLY
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AT
Half
Price**

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**66 Cobblers' Seat
Rockers.**

FOR OUR XMAS TRADE

These goods have advanced 15 per cent over last year's prices—but we were lucky enough to buy early—before the advance—so our stock is clean and new—and are marked at last year's prices.

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Home Makers