

THE DAILY EXAMINER

JULY 18, 1893.

BINDER TWINE.

The Farmers' Sun states that "one long, prolonged growl is coming up from all over Ontario" on account of binder twine. Twine, it says, was retailing a little over a month ago at 7c and 8c; today it is 11c and 13c. Yet twine has been put upon the free list! Canadian twine factories have, as a result, been shut down. We are now dependent upon the highly protected factories of the United States; and our farmers have to pay high prices for their twine. But what of that? Is not the volume of our trade increasing? So much more binder twine imported, at so much higher price, will make a figure in the trade returns of next year, and our Liberal Government is happy!

UNITED STATES TRADE.

The people of the United States are rejoicing in an unprecedented foreign export trade. During the eleven months ending with the last day of May, 1893, they exported domestic goods to the value of \$1,117,284,573, against \$970,120,120 in 1892. On the other hand, their imports show a decrease, amounting in the ten months of 1893 to \$563,770,032 against \$679,547,391 for the corresponding period of 1892. In other words, foreign nations owe the States \$553,501,941 for the value of goods which they sold abroad, over and above the value of the good which they imported. So the States won't be impoverished by the cost of the war, even though Spain should not be able to pay a cash indemnity!

Of the exports of the States during the eleven months, \$795,114,328 represent the value of products of agriculture and \$261,655,784 those of manufacturers.

COST OF SEWER PIPES.

Rumors of unfair play in connection with the letting of the contract for sewer pipe, etc., having reached THE EXAMINER office, a representative of this paper called at the Sewerage and Water Commissioners' office on Saturday. In reply to his questions he was told that as soon as the engineer, Mr. Coffin, had completed his plans and specifications, tenders were called for. Advertisements were published, and these, with forms of tender, were at once dispatched to all the pipe foundries, and agents of pipe foundries, of whom the Commissioners had knowledge, including the agent of a Scotch foundry. Ten days notice was given. The result was the receipt of five tenders,—two from Montreal, one from Hamilton, (Ontario) one from St. John's and one from Charlottetown. Mr. Rogers, of this city, obtained the contract. The pipe to be supplied is to be fitted with a deep socket joint to prevent all danger of leakage. The price is said to be exceptionally low, and the total amount of Mr. Rogers' contract will be less than \$8,000. This amount will pay for the pipes conveying sewage by gravitation,—about a third of the total quantity required. The pipe is to be delivered in three monthly instalments, beginning 15th August next. As to the rumors concerning unfairness in the competition, they seem to be without foundation.

AN OUTRAGEOUS PROCEEDING.

The Mail and Empire sums up the facts in respect to Mr. Hardy's premature call of the members of the Legislature of Ontario, illegally declared elected. It says: "Mr. Hardy's Government was defeated at the polls by the free and unpurchased vote of the electorate. "It has been saved, so far, owing to the fact that certain of his supporters have gained majorities by paying voters with public money to act as election constables. "The votes of these election constables were illegal. "Application has been made to the courts to have them struck out, just as any other illegal or corrupt votes would be disallowed. "The Legislature has been summoned, the illegally-elected politicians have been called to meet on August 3, and to pass a law preemptorily taking the question from the courts, legalizing the illegal votes, and awarding the seats illegally held to the politicians who now have them, but were never elected to them. "This is an appeal from the courts of law to the men against whom action has been taken. "The defendant, who is not legally a legislator, is to act as such, and try his own case." These being the facts, the Government of Ontario is evidently guilty of an impudent and fraudulent attempt to obtain support, which a majority of the people has withdrawn from it. Surely the men guilty of such conduct cannot long be successful in righteous Ontario.

NOTES AND COMMENTS.

—It is now stated that Mr. James R. McLean is to be the next Leader of the Government,—because no one else can be found to take responsibility for the latest Prince of Wales College job.

—In his letter, which we publish to-day, Mr. A. C. McDonald, M. P., adds another strong reason why the rates of fare and freight on the P. E. Island Railway should be reduced. Mr. McDonald's suggestion that the Government would do well to experiment in this line and in the direction of lower railway rates, seems to be well worthy of consideration. Indeed this matter is one concerning which our Board of Trade would be justified in vigorously memorializing the Minister of Railways and the Government.

—Mr. A. E. MacNeil has sent some notes of Farming in which he points out that "the rain is doing untold benefit to the potato patches, as it hinders the bug from laying its spawn and, even if it is laid, it cannot hatch only in dry weather; this will help tide the plants over the stage in which the bug hinders them so much, and once they reach the stage for hilling there will not be so much chance of damage." Mr. MacNeil also states that the farmers are greatly displeased that binder-twine is going to be a higher price this fall than last especially since it has been put on the free list.

REDUCED RAILWAY RATES.

DEAR SIR,—In your issue of the 14th, I note that the Charlottetown Board of Trade has very properly taken up the question of the excessive rates charged on the P. E. I. Railway, and sets forth as a reason why lower passenger rates should prevail that the distance to be travelled between the different points is so much in excess of the cost of travel by horse and carriage that our people prefer the latter as a matter of economy. The resolution passed by the Board of Trade also sets forth that a reduction of fares would probably tend not only to proportionately greater advantage on the part of the public but to better financial results on the part of the railway.

While endorsing the facts as set forth by the resolution of the Board of Trade, I take the liberty of stating what I think are much stronger reasons why lower rates should prevail on the P. E. Island Railway than are charged on the I. C. R., and other continental roads, and that is, the very much smaller cost of our road per mile.

According to Mulhall's statistics the average cost of the three great Canadian lines, the C. P. R., the G. T. R., and the I. C. R., is \$59,275.09 per mile, while the P. E. Island Railway cost only \$17,850.00 per mile. Taking the cost as a basis, the rates on the P. E. Island Railway should be less than one-third the rates charged on the other lines referred to. Were the rates reduced in proportion to the difference in cost there would be no need for more than two classes of passengers as at present. The rates would be so low that scarcely any one would take a horse when he could use the railway. The rate cannot, I think, be any doubt but the lowering of rates in proportion to the cost of our road, would induce largely increased travel, the result of which would go far towards wiping out the existing deficit.

An agitation is now going on throughout Canada for decreased passenger rates. The application of the principle as above set forth to our Island Road while doing simple justice to this Province would give the Minister of Railways a practical illustration as to the advisability of applying decreased rates to all Government lines.

Trusting the Board of Trade and all interested may continue to agitate for this just and much needed reform in the management of our Island Railway.

I am Dear Sir,  
Yours truly,  
A. C. McDONALD.

Montague, July 15th, 1893.

If you want a pair of Garden Strawberries, all ready hulled for preserving, leave your order at Beer & Goff's Store as early as possible.  
July 18 21.

We have still a few of the celebrated 90 cent croquet sets left. Secure one in time.—Hazard & Moore, Sunnyside.

A Car Load of Mattresses

We have just received a car load of Cubban Wire Mattresses—By buying this large quantity—and because of a saving in the freight—we are able to cut the price on this lot. The price is now only \$4.00 each—this is the highest grade mattress on the market.

Mark Wright & Co., Ltd

Home Makers.....

A VERY PLEASANT SAIL.

From Charlottetown to Halifax, by SS. City of Ghent.

The following is a description of the voyage from Charlottetown to Halifax by the City of Ghent, written by one who had the pleasure of being a passenger on her last trip:

"We left Charlottetown about 11 o'clock a. m. on Friday, July 8th. The first place we were to call at was Summerside, and a very pleasant sail we had up to our western metropolis. There was quite a breeze blowing, and most of the passengers were a little seasick. We arrived at five o'clock and stayed there until nearly twelve. There was a large amount of freight to be taken on board, and this took the men several hours longer than usual. The next place to call at was Port Hastings, at the entrance of the Strait of Canso. The sail from Summerside to Hastings, which took from twelve o'clock on Friday night until half-past three on Saturday afternoon, was really delightful, the waters of Northumberland Strait being beautifully calm. When we got up on Saturday morning we were just opposite Pictou Island. About dinner time we passed the large promontory, Cape George. The coast along here is very bold and rocky, Cape George being much more dangerous looking than anything we had seen on the Island. Something that seemed to us very curious was that the trees and grass grow right down the banks of the water edge. The Strait of Canso is called by the sailors and perhaps many others, "the hole in the wall," and such indeed it is. It is impossible to one who has never seen it before to tell where the entrance is until you come nearly up to it. A short distance from the entrance to the strait is Cape Porcupine, covered with a thick growth of trees. It was the highest point which we saw near to, and at its base the cables cross the strait. We only stopped at Port Hastings for about 5 minutes to unload a few bags, etc., and then sailed on to Hawkesbury a short distance away, where we stayed for about an hour. Right across the strait from Hawkesbury is Port Mulgrave the Nova Scotian terminus of the Intercolonial Railway, and across a small river from Hawkesbury is Point Tupper, where the railway through Cape Breton commences. The passengers are taken across from Mulgrave to Point Tupper in tug-boats and the freight cars are towed across in a large scow, made expressly for the purpose. After leaving Hawkesbury we sailed along to Arichat. While here a thick fog came up which compelled us to stop till next morning. We left Arichat about 4 a. m. and went on to Canso where we stayed for a short time and left again at 7.30,—at least so the Captain told us.—We knew nothing about it; we were in the land of dreams. When we awoke in the morning (Sunday) the ship was pitching around considerably more than anything we had felt previously for we were now in the Atlantic, and when we went on deck we found that there was fog all around and the Ghent was blowing her fog-horn about every five minutes. The fog would at times come on thick and again it would be comparatively clear. About tea o'clock the fog lifted, and we arrived at Isaac's Harbour at 3 in the afternoon. Isaac's Harbour is one of Nova Scotia's gold-digging settlements and we could see several cruisers from the deck. We left again after staying for a few minutes and arrived at Salmon River at noon on Monday morning. Salmon River is a rather dangerous harbor to get into, and the fog being very thick the captain had to lay the ship to outside for several hours, until the fog cleared enough to see the light. The next and last place to call at was Sheet Harbor where we arrived at half-past five. This is probably the prettiest of the pretty places which we touched at along the route. At the entrance to the harbor are a number of rocky islands, one of which is situated a light house. The harbor stretches in like a river for a distance of about five or six miles and right at the back of the wharf, a store and several houses, was all that could be seen of Sheet Harbor. It is wooded on both sides and lumbering is largely carried on. When we got up to the wharf a large Norwegian barque called the Gerd, was ready to be towed out. After waiting at Sheet Harbor a short time for several passengers, we took the Gerd in tow and towed her a distance of about ten miles. As she was cast off from the steamer and set her sails she was in-

deed a pretty sight, and several of the passengers who had cameras got snap shots of her. The sail on from Sheet Harbor was, we think, the most delightful part of the whole voyage. The day (Monday) was very fine and clear and we kept close to the coast. We saw in the distance the Halifax on her way to Charlottetown, and numerous large and small sailing vessels. We passed the Pro Patria on her way to S. Pierre and Miquelon, and the Uawa on going to ports along the coast. We called at Halifax harbor about half past three o'clock, passed the several forts,—"H. M. S. Renown lying in the stream and the Cromatyshire up at Deep Water, and got to the wharf at 4 o'clock, after a most delightful sail of three days and a half. The Ghent usually arrives in Halifax on Sunday evening, but on this trip events over which the Captain or anyone else had no control kept us nearly twenty-four hours late, and we, passengers were not sorry.

Captain McNevin, Mr. Wood, the purser, and Mr. Thompson, the steward, were very kind to us, as were also the other officers; and we are sure that they will do all in their power to make the trip an enjoyable one for any who may decide to go to Halifax, or any of the intermediate ports, in this way. The City of Ghent is an iron steamship of the Pickford-Black Line. Registered tonnage, 119 tons. She is mainly a freight boat, but is fitted up very nicely to carry passengers, having four state rooms amidships, two berths in each, and a number aft. The meals are good and the charges very reasonable. Mr. W. W. Clarke is the Charlottetown agent.

ANNANDALE NOTES.

The crops are looking fine in this section of the country, especially the wheat and hay crops.

Potato bugs are becoming quite plentiful and the man or boy with a Paris Green sprinkler in his hand is no longer an object of curiosity, but is taken to be a rational being, as he no doubt is, except to bugs.

Lobster fishing has not been up to the average; but it has been fair for the last few days.

Mr. Jas. Robertson and Mr. J. W. McPhee, have netted some nice salmon this season.

There have been quite a nice number of trout captured at Grand River Beach this season, many of them weighing over two lbs.

The half yearly examination of Annandale School was held on Thursday, June 30th. The School seems to have made very good progress during the winter months. Your correspondent noticed but a few mistakes during the afternoons exercises. Can anyone beat this? The one who spoke praised the progress that the pupils had made, and those who did not by their very silence paid a tribute more eloquent than words to the progress their children had made under Miss Huestis tuition.

The joke on the go here now is, How old must a pup be before it is grammatical to call it a dog? The answer given by most people around here is seventeen. Can any one answer better? We shall see.

PLENTIFULS.  
Annandale, July 13th, 1893.

100 useful cushions in pretty combinations, 18x18, at 50c each at Paton & Co's. 163 2 dy & wy.

2000 yards print cotton, bought low, and selling at 6c per yard, nice patterns, excellent value.—W D McKay.

July cheap sale, all summer goods at clearance rates at Paton & Co's. 163 2 dy & wy.

See the the unlaundried shirt we are selling for 65c, well worth 90c.—J B McDonald. 31

Ladies' shirt waists, 35c, 50c, 75c and 85c each at Stanley Bros. 163 2i

The testimonials in behalf of Hood's Sarsaparilla are written by honest people who want you to know what it has done for them.

No Cocaine in Dr. A. W. Chase's Cystarrh Cure

Prof. Heys, Ont., School of Chemistry and Pharmacy says:—"I have made an examination of Dr. Chase's Cystarrh Cure for Cocaine and all its compounds, from samples purchased in the open market and find none present." We offer a reward of \$1,000, to be devoted to any charitable institution if any druggist or doctor can find the least trace of that deadly drug Cocaine contained in Dr. Chase's Cystarrh Cure. Dr. Chase's Cystarrh Cure, recommended by all dealers at 25 cents box, blower included free.

OPERA HOUSE.

Friday & Saturday Evening  
JULY 22nd and 23rd

The Ainsworth Company

In Their amusing Melange

'In Town and Out'

Introducing the members of this talented organization in a succession of interesting, entertaining and enjoyable musical, dramatic and otherwise artistic attractions in four parts, arranged especially for this company by

Mr. HENRY W. HOYLE.

Prices 25 and 35 cents.  
Seats now on sale.  
Doors open at 7.45. Curtain rises at 8.15 sharp.

FROM INDIA & CEYLON  
**TALLEY'S** Best of Tea Value  
If you have not tried Talley's Elephant Brand Tea, you should do so at once. These Teas are especially for family use—wrapped in a tight lead packets, the flavor and purity is ensured to the consumer, who is also protected as to the correct value by having the RETAIL PRICE PRINTED ON EVERY PACKET.  
Sold by most grocers in Canada and the United States.  
100c to \$4.00 per lb. in 1/2 and 1 lb. Packets.  
If your grocer cannot supply you, write us and we will see that your order is filled.  
JOSEPH TALLEY & CO., London, Eng. Canadian Head Office: 14 Lombine St., Montreal.

**A Curious Fact**  
It is really remarkable the number of cheap plated watch cases that are made and sold these days—cases that will wear anywhere from six weeks to three years, and most of them containing a guarantee warranting them to wear for 20 years. A good filled case, one that will wear for 20 years, costs within a dollar of what it did seven years ago. That dollar represents the reduced cost of making—the gold costs just the same.  
I sell gold filled cases, cases that have stood the test of years, and personally guarantee every case that I sell in addition to the manufacturers warrant.  
I have some of the latest and most desirable patterns in stock, also silver. Any make of movement you want.  
**E. W. TAYLOR**

**Extensive Auction Sale.**  
Piano, Furniture, Carriages, &c.  
I am instructed by J S Morris, Esq., to sell by auction at his residence, Dundas Esplanade, on Monday, the 25th day of July inst., commencing at 10 o'clock.  
1 Superior Newcomb Piano, (nearly new) cost \$500.00, Drawing room, Dining room, Hall, Bedroom and Kitchen Furniture, Carriages, Sleighs, Harness, Robes &c., etc.  
R. WEARISTO, Auctioneer  
165—d td

**TEA PARTY.**  
In aid of St Thomas Church Long Creek will be held at West River Bridge on  
**Wednesday, 20th July.**  
The steamer Elfin will leave Prince Street wharf at one o'clock p. m. returning to Charlottetown at 6. Return tickets by boat 15 cents, tea tickets 25c.  
If the day should prove to be unfavorable the tea will take place the following day.  
wkly pat.

**THE WORLD GOES ROUND**  
And still the Slater Shoes lead in the race for supremacy. We show this week one of the latest. It is made from White Bros. Willow Calf. The color is a light tan, and it has the new eccentric toe, and also a slip sole running double right to the heel.  
It is a beautiful, stylish boot.—See our window.  
Price \$4.50.

**Grand Picnic.**  
Grace Church Sunday School will hold its Annual Picnic near Cardigan Station, on Wednesday, July 29th.  
Arrangements are being made to entertain a large number of visitors from both city and country.  
Lovers of sport should not fail to attend as a number of teams in the vicinity are famous fishing resorts. Cardigan River is also noted for its trout, from which many speckled beauties have been taken this season.  
Games such as croquet, cricket, football, base-ball, etc., will be supplied, in abundance.  
A well stocked refreshment booth will be on the grounds, under the management of Mr W F Pickard.  
Tea will be on the tables at 3 o'clock.  
Train leaves station at 9.30 a. m.  
Return fare 50c. Special rates for families.  
Good swings a specialty.  
Should the day prove unfavorable the Picnic will be held on the following day.  
162 5i  
LEM SELLER, Sec'y

**Alley & Co.,**  
The Shoemakers.  
**TO LET**  
The Southern half of the residence of the late Chief Justice Palmer, containing eight rooms, electric light, hot water furnace; rent moderate. Apply to H. James Palmer, office near Bank of Nova Scotia, or Mrs E. Palmer, Queen St.  
162 dy 2xks

**WANTED.**  
At Acadia Hotel a woman or girl who is capable and efficient to assist in the kitchen Apply at Hotel or of Mr. Crockett, at Fish Market Charlottetown. 158 2i  
**WANTED.**  
A few active agents in each County to handle a fast selling article. Good commission. Apply at once to M Box 179 Charlottetown. 163 d w.