

Currant Cake
The best that's made
16c per lb

Duchesse Bread
4c per loaf.

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D. STEWART
ECLIPSE BAKERY
BAKES BEST BREAD

LAST PICNIC OF THE SEASON

Grace Church Sunday School
Will hold its Annual Picnic at
ELLOTT'S MILLS, on
Wednesday, August 30th.

Visitors from both town and country will be provided for.
A good refreshment booth on the grounds Games of various kinds and Athletic Sports will be indulged in.
Train leaves Ch'town station at 9.30 a.m. Return fare from Ch'town and intermediate stations, 30 cents. Special rates for families. Train will stop at any station when signalled.
Good swigs a speciality.
LEM SELLER, Sec'y.
N. B.—Should the day prove unfavorable, Picnic will be held following day.

WE WANT HOUSEKEEPERS

To come in and look over our groceries. Our stock is fine and fresh and guaranteed to be satisfactory. We keep everything in our line that is necessary.

FOR HOUSEKEEPING

The prices—well, that is what we want you to see when you are looking at our goods. Their lowness will surprise you.

DISCOLL and HORNSBY
QUEEN STREET

BLACK DIAMOND LINE



The S. S. "COBAN" sailing from Montreal, Tuesday morning, Aug. 29th, will be due at Ch'town, Friday morning, Sept. 1st, and sails for St. John's, Nfld, via North Sydney, carrying horses, cattle and sheep on deck and produce under deck at lowest possible rates. For further particulars as to freight and passage apply to
PEAKE BROS & CO.,
Ch'town, August 28—'99 Agents

DRUG CLERK WANTED.

One having at least one or two years experience required.
Apply at once, personally or by letter to our Kent Street Store, stating time served and wages asked; also giving reference

JOHNSON & JOHNSON,
263—dttw 21 Druggists

DR. H. L. DICKEY

Late of Royal London Ophthalmic Hospital, Moorfields, and Central London Throat & Ear Hospital
Specialist in diseases of the
Eye, Ear, Nose & Throat
Office—CAMERON BLOCK,
Residence—"HOTEL DAVIES."
Office Hours—9.30 to 1 p. m., 2 to 3 p. m., 7 to 8 p. m. Eyes tested for glasses 129 daw

DR. CLIFT.

Cures CHRONIC-DISEASES and RUPTURE by Salsbury treatment. Send stamp for information, or call at Truro, Nova Scotia. Office M Roberts Bank of Halifax Building.

THE DAILY EXAMINER
AUGUST 28, 1899.

BELFAST-MURRAY HARBOR RAILWAY

WORK on the Belfast and Murray Harbor railway construction is, we are told, to be begun at once. We think it important that the public should know at the outset the financial conditions existing in respect to it. Therefore, we quote at length the speech of the Hon. Donald Ferguson in that regard. It will be seen that the claim of the province in respect to its share of the expenditure of Canada upon railways and canals has been swelled to close upon \$3,000,000. So that Sir Wilfrid Laurier's contention that the building of the Belfast and Murray Harbor railway, (costing Canada about \$900,000) will wipe out that claim is ridiculous. We are indeed getting, in the Belfast and Murray Harbor railway, only a little more than our fair share of the enormous current expenditure of the present Government upon railways and canals. Those who will, ere long, appeal to the electors of Belfast to support the Liberals in Provincial as well as in Dominion elections, because the Liberals provided the railway and the bridge in payment of our financial claims upon the Dominion Government, have not a leg to stand upon. If the Conservatives had continued in office the railway would now be in operation. As Sir McKenzie Bowell pointed out, the present administration is only carrying out, (in part, and at a later time) "the principle of the late Government in railway extension—a decision which was arrived at after a great deal of consideration and reflection from the point that has been so admirably laid before the Senate by my hon. friend from Marshfield."

RATE OF DUTY.

THE discreet Guardian insinuates pretty strongly that the party papers do not give the public a fair statement concerning taxation. It says:

"We have on the one side Opposition journals declaring that the Ottawa Government have increased the taxes of the people, and on the other side the Ministerial press boasting that the country is enjoying its present prosperity under greatly reduced taxation."

So far as THE EXAMINER is concerned we deny that there has been any attempt to deceive the people in this regard or to "confuse the public mind." We have from time to time, stated all the essential facts. In regard to the public expenditures for instance, we have yet to note in either of these organs a statement of the votes of the late session, amounting to upwards of \$60,000,000.

As to the reduction of the rate of duty, upon which the discreet organ harps this morning, we know what that amounts to. Corn was put upon the free list, resulting in a lowering of the price of oats; a fraction was taken of the duty on kerosene oil, but the Standard Oil Company has been given control of the Canadian market, and the price paid by our farmers and others has been advanced several cents per gallon; the duties upon certain classes of British goods were considerably increased, and subsequently a rebate of 25 per cent. of the duty imposed upon British goods was allowed, resulting, upon the whole, in a slight reduction of duty in regard to them; the protection afforded Canadian binder twine factories was removed and the price of binder twine has gone up,—to the confusion of the Government and the loss of

You May Have Tried Others now try

The "HERCULES"

Wire mattress. So called because under test it has proven to be ten times stronger than any old style wire mattress.
WILL NOT SAG—Costs no more than the cheap kinds.

MARK WRIGHT AND CO
Home Makers

every farmer who uses a binder. These items include almost everything involved in the reduction of the rate of duty from 18.28 to 16.57. But the prices are higher as a result of the changes, made and the burdens borne by the people are consequently heavier.

FAREWELL ADDRESS

Cream of Good Literature at Cavendish.

On Friday evening, the 25th inst., at a meeting of the Cavendish Literary Society, the following address was presented to Rev. C. W. Jackson, pastor of the Baptist Church, who is about leaving us. In reply the rev. gentleman spoke at length referring to the good work the society was accomplishing in putting the best available books in the hands of its members. Our excellent library of between three and four hundred volumes, he said, contained the cream of literature and not one objectionable book. He advised the people to read, study and compare the opinions of all the advanced thinkers of the day and then form their own conclusions:

COMPLIMENTARY ADDRESS
To the Rev. C. W. Jackson, B. A.

RESPECTED SIR,—Being aware that you are about to remove from among us, to another sphere of labor, we, the members of Cavendish Literary Society take this opportunity to express our regret at your departure and our appreciation of your services to this society during your residence with us.

We have always recognized in you a sincere friend, and an active worker in every cause having for its object the bettering of the social, moral and intellectual condition of the people. Your literary contributions to our entertainments were always of a high standard; were instructive, entertaining, and always appreciated by your associates, and were a great encouragement to the young to acquaint themselves with what is useful, good and pure in the literature of the age.

Your services on the Book Committee have resulted in rounding out our library, by placing on our shelves many of the best literary productions of the day. We have to acknowledge our thanks for gifts from you of valuable books.

We shall miss your genial presence and hearty hand-shake at our meetings, and shall not soon forget the many pleasant evenings spent together in friendly combat in the Cavendish Hall.

Your departure while going in and out among us has been all that the most exacting would require, and we think we are correct in saying that all your acquaintances, became personal friends.

"The stern was mild when thou went by,
The flippant put himself to school,
And heard thee."

In going from among us, you will carry with you our heartiest wishes for your prosperity, and though for a time your lot may be cast under an alien flag, we shall look on you as a true son of Canada, and one that is a credit to our young and vigorous nation. We shall follow your future career with the closest interest, feeling assured that your fine abilities and sterling worth, will place you in the front rank of professional men. And now we say good bye.

We shall miss you in sickness and in health, for in both we have found you a sympathizing and helpful friend.

Kindly convey to your respected mother and sister, who have endeared themselves to all by their kind sympathies and self-denying services, our great esteem for them, and our best wishes for their future.

Signed on behalf of the society,
WALTER SIMPSON } Com.
JOHN F. McNEILL }
JOHN C. CLARK }

—Our discreet contemporary has been making calculations in view of the increase of trade. Perhaps it will say what the result of the increase of trade would have been in respect to the surplus of last year, if the Liberals had but kept their promise to reduce expenditures by \$3,000,000 or \$4,000,000.

FOR SALE

One Buggy, One Piano—will be sold cheap. Apply to
J. J. JOHNSTON,
148 Barrister

THE SOUTHERN RAILWAY.
(Continued from page 2.)

Prince Edward Island—that we do not admit that this will materially change the situation, because, as I have already pointed out, the expenditure involved in building this railway, after receiving \$400,000 or something equivalent to that, from the Provincial Government will only amount to an expenditure equal to Prince Edward Island's share of what has been expended or voted for railways, canals and such purposes by the Parliament of Canada since the Provincial Government made its claim in 1897. There will be only a very small amount over, and no doubt, as this work on the railway and bridge will extend beyond this present year, that by the time the railway and bridge are completed the account on the other side will have gone so high that it will altogether offset it, without contributing anything, as it were, to the old account which the Provincial Government presented, as amounts due to the province of Prince Edward Island. I know hon. gentlemen coming from the other Provinces are very apt to conclude that these are all sectional considerations, and perhaps they are. Perhaps that is a proper enough name to describe them, but they are just such considerations as cannot possibly be avoided under the peculiar circumstances. It was clearly, as I started by saying, admitted by the Government of Canada at the time of confederation, and it was put in black and white in the terms of union, that the basis as regards the province, should be, in fixing its debt account, the sums authorized by the Parliament of Canada for railway and canal expenditures in which the province had no interest. In 1887 an Order in Council was passed to pay \$20,000 a year to the provincial government, and in the Order in Council which was submitted to Parliament as a warrant for that payment, this was the distinct and clear basis, carrying out the terms of the union. On all these considerations I have no doubt, even without these few remarks of mine, that this bill would receive the support and hearty concurrence of this House, but what I want to point out to my hon. friend the Secretary of State is that I very early day, the full programme decided upon by the late government, and which will still, in my opinion, be quite short of, giving justice to the province of Prince Edward Island, and I hope, notwithstanding that the Prince Edward Island railway has not paid fully the working expenses during the past, that a better state of things will prevail in the near future, and the day will come when it will be a valuable asset. The difficulty in that respect largely arises from the water communication around the coast, and the further consideration that it has no through traffic. It depends entirely on local traffic. The Cape Breton railway is in an altogether different position. Any one travelling to Sydney will have to travel by the Cape Breton railway about 90 or 100 miles. The road has to be used by people having business with the island of Cape Breton, and it does quite a considerable amount of that kind of connecting with the province of Newfoundland, but in the case of Prince Edward Island the province is tapped at the more important harbors from the mainland, and they have a great deal of business which does not contribute a dollar to the railway. Both in the matter of tickets and passenger traffic, as well as in the matter of freight, outside business will be with these cities, and there is less need to use the railway. It is not because the province is not prosperous, or thickly settled, for we know it is more thickly settled for its area than any other part of Canada, but it is on account of the water communication along the coast and the fact that the smaller harbors have not been reached by branches, and the fact also that the island is topped from the mainland at the more important harbors and that that does not lead to a through traffic or much distribution along the line of railway. It is for these reasons the railroad has not paid as well as it should in the past. Notwithstanding that, I do not believe it will always continue so. The building of these branches will help materially to change that state of things. No doubt the Intercolonial Railway will be a paying road soon, and I have no doubt the Prince Edward Island Railway, somewhat later, will also come up to the standard and take the same position. I have only to express my satisfaction with the bill as far as it goes, with the single doubt that I have that there may be a little difficulty between the provincial and federal governments as to settling what should be actually paid because this bill fixes the amount absolutely at \$12,000 a year whereas a correct inquiry and investigation might show that a smaller sum would be a fairer proportion for the province to pay for merely traffic purposes. However, I hope that will be adjusted. I hope the work will be put under contract soon, and that it will be done by open competition.

FOR SALE

320 ACRES OF LAND AT LOWER MONTAGUE

The subscriber offers for sale her farm situated at Lower Montague, King's County, consisting of 320 acres of land, 110 of which are clear and in a high state of cultivation, the remainder being covered with a valuable growth of fencing, fire wood and timber. There is a comfortable house and good out-buildings on the premises; also a large orchard of young trees. This farm is most conveniently situated, being about midway between Georgetown and Montague Bridge, and quite near schools, churches, mills, etc. For further particulars apply at the office of Matheson & Bently, Georgetown, or on the premises to Mr. Benj. E. Wright
SOPHIA McDONALD,
Montague Bridge, July 99

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is all that is necessary in reference to our fine millinery department. Every hat is a monument of beauty. We are showing a nice range of embossed velvets in all shades. These will be largely used in fall millinery; they are among the newest things used in trimming. Space is not sufficient even to hint at one thousandth part of the elegance to be seen in this department, which is under the supervision of our

About the class of Dress Goods that we keep. You will always find that they are good. Every costume is a monument of style and elegance, good looking and good wearing, and the price you'll find is right. We have them in all the newest shades among which are new blues, purples, fawns, myrtle and light greens.

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Just a few early arrivals in Dress and Skirt Lengths only. No two alike. To say there the prettiest in town is putting it mild. They're beauties, every one of them.
Black Silk Crepon Novelties.
Skirt Lengths in mixed plaids, the latest American fad.

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New Jackets

Our first shipment of Ladies' Fall Jackets are here, but they won't be here long, it style, quality, and low price count.
Handsome Silk Lined Jackets. Come and see them.

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