

OUT OF 2,000 CLAIMS

Against an accident Co. for last year—
451 were for accidents caused to pedestrians walking on the sidewalk

THE OCEAN ACCIDENT

Insures against all kinds of accidents
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E. R. Brown
General Agent
Charlottetown

THE DAILY EXAMINER.

AUGUST 20, 1897.

VISITING JOURNALISTS.

That the people of all sections of this extensive Canada of ours should become better acquainted with each other is greatly to be desired; for the more they know of each other, the greater, as a rule, is their respect for each other, and the more they know of the capabilities of the various sections of the country, the stronger, as a rule, is their interest in Canada as a whole and the more intense that feeling of Nationality which makes for the building up of the country, and which is the country's stay and sure support in the hour of need. It is greatly to be regretted that those of our people who are able to travel do not travel more in Canada and less in the outside world. We feel sure that if they would do so they would be more and more impressed by the fact that, taken for all in all, their "is a land of every land their pride" and would be in a position to impress this important fact upon their less fortunate neighbors who are not able to travel. Those who comprise the Eastern Townships Press Association have shown a good example in this regard. They are now drawing towards the close of a pleasant tour through New Brunswick and Nova Scotia, including the grand Island of Cape Breton; and they are resting at present in "the Garden of the Gulf,"—"the gem of the Northern Sea." They are fitting representatives of one of the most advanced and cultured sections of our country—the Eastern Townships of Quebec; and we have no doubt that they will carry to the people among whom they live some interesting accounts of the land through which they have passed—that part of Canada which is by the sea. The party is composed of:

- Richmond—A. L. Lance, President of the Association and Mrs. Lance, of The Times; E. J. Benard and sister, News; J. D. Smith and sister, Times, S. Frasier and wife, LeProgress; John Ewing, Guardian.
- Sherbrooke—W. A. Morehouse, wife and Miss Bostwick, Examiner; L. A. Belanger, wife and Miss Griffith and Dr. Dixon, Progress de l'Est; Dr. Camirand, Le Pionnier, Mrs. Shearer, Record.
- Cotiacook—H. Bridgeman and Mrs. Shurtleff, Observer; A. E. Paquette, L'Étoile; J. N. White, Examiner.
- Grasby—R. Johnson, Mail; J. Bruce Payne, Leader.
- Windsor—W. L. Ball and wife, Times.
- Magog—J. R. Wilcox, Enterprise, Dr. Chalmers and wife, News.
- Waterloo—C. H. Parmelee, M. P., Advertiser; P. J. S. Pelletier, Journal; A. E. Beaulne and wife, Journal.
- Farnham—N. M. Meyer, Leader.
- St. John's—E. E. Smith and daughter, News.
- Laclute—N. T. Treuill, News, Cowansville.—Mr. A. L. Gilman and wife, Observer.
- Cookshire.—L. E. Charbonnell, Chronicle.
- Georgetown.—E. A. Davis, Enterprise.
- Stanstead.—J. C. Holland, Misa Robinson, and Miss Delong, Journal.
- Lennoxville.—J. H. Kellar, Mitre.
- Also Judge Mulvena of Sherbrooke, M. T. Stenson, M. P., and wife and sister-in-law, of Richmond and Wolfe, and Mr. Parmelee, secretary of the Protestant Council of Public Instruction, Quebec.

We learn that they greatly enjoyed the trip through the neighboring Provinces; and we regret that the only day which they can spend in Prince Edward Island is missing. They were enabled, however, to visit our public buildings and market this forenoon and to see for themselves some of the products of this part of the country.

Information has been received at Charlottetown confirming the story published in a despatch from Hammerfest, Norway, saying that one of the searchers for Herr Andree met the sailing vessel Alken about July 22 and was informed by her captain that one of the crew had shot a carrier pigeon between North Cape and Seven Islands, on the north coast of Lapland, bearing a message from the explorer addressed to the Aftonbadet of Stockholm, as follows:

"Eighty-two degrees passed. Good journey northward.—Andree."

The date of the message was illegible. The pigeon also carried a letter addressed to the Aftonbadet, but the captain declined to surrender either the despatch or the pigeon and continued his voyage northward.

SELF-MADE MEN IN EUROPE.

The published biographies of Canovas, the late Spanish premier, ought to go far toward correcting the impression, altogether too common in this country, that title and rank alone count in Europe, and that a man from the common people has no opportunity. In Spain, one of the most conservative of the monarchies of Europe, the man who had been a recognized leader for many years, was the son of a public school teacher, who contrived to give his son a university education. The young man wrote verses and studied law. He drifted into journalism, and then into politics. At the age of twenty-four he was in the Cortes, where his ability was quickly recognized. For nearly fifty years he was prominent in national affairs. His was a splendid career, as that of a man from the people, but it was by no means exceptional. It would be easy to multiply instances. Bismarck did not owe his rise to rank or the accident of birth, but to his tremendous brain powers. The same was true of Disraeli and of Gladstone, while the men who, since 1870, have been leaders in French politics, have almost, without exception, been men who sprang from the ranks of the common people. The truth is that brains and force of character count, in the long run, whether they find their place in a European monarchy or an American republic; whether in conservative Spain or progressive republican France.

NOTES AND COMMENTS

The peace negotiations between the ambassadors of the powers and Tewfik Pasha, the Turkish foreign minister, are at a complete standstill. This is due to the refusal of Lord Salisbury to allow a Turkish occupation of Thessaly, pending a partial payment of the indemnity agreed upon. Lord Salisbury's objection is based upon a fear that an occupation thus begun might become permanent.

As a result of the increased business in Wall street memberships in the exchanges are becoming more valuable. Seats on the New York Stock Exchange are now worth about \$20,000, but the market for the memberships is purely nominal, as the disposition among members who have seats to sell is to hold for a still higher price. In the dull times that prevailed the seats sold for as little as \$13,500, while in the '80's the price rose as high as \$24,000.

Rev. G. H. Cornish, general conference statistician of the Methodist church, has issued interesting figures respecting the membership in the various conferences of Canada and Newfoundland. They show a net increase of 108,303 members since 1883, and an increase of 5,744 over last year. It appears that there are in Toronto 42,379 Methodists, as against 40,734 in 1896, an increase of 1,645. Here is the list:

	1896	1897.
Toronto.....	40,734	42,379
London.....	46,119	47,476
Hamilton.....	45,125	45,576
Bay of Quinte.....	39,910	40,385
Montreal.....	37,345	37,387
Nova Scotia.....	15,361	15,809
New Brunswick and Prince Edward Island.....	13,064	13,365
Newfoundland.....	11,814	11,877
Manitoba and Northwest.....	16,131	16,653
British Columbia.....	4,652	4,850
Japan.....	2,137	2,279
First report from Ceylon, China.....		9
Totals.....	272,395	278,136

Not only the English, but the continental newspapers are very much concerned as to whether the Canadian preferential tariff is a step in the direction of free trade or of protection. The St. James' Gazette and other English Conservatives claim that it is really a protective measure. The Daily Chronicle, on the other hand, asserts that it is "a fatal blow to the whole policy of protecting Canadian manufacturers." It gives the following reasons for taking this position: "It is justified by the statesman who has carried it on the excellent free trade ground that if Canada thereby takes more of our products we will naturally take her pro-

duce in exchange. There is no question of "reciprocity" in the protectionist sense of the word, for Sir W. Laurier does not ask us to give his produce any better terms than we give all the world—and, as has been shown, he says as strongly as any Cobdenite, that it would be foolish for us to do so. It is worth while to add that it is an open secret that the acceptance of this policy by Mr. Chamberlain, in lieu of his own essays on Imperial protectionism, was due to the backing given to Canada by the other strong free trade premier of the other leading colony—New South Wales.

Many persons on this side of the Atlantic probably do not understand the phase of the labor war which is now going on in Great Britain and which affects about 80,000 men in the engineering trade. The London engineers, who work under exceptionally severe conditions, asked for an eight-hour day. Two hundred London firms, employing 8,000 out of the 10,500 engineers of the metropolis, conceded the demand; but the federation of employers, taking the moment favorable, seized the opportunity to fight the eight-hour day all over the country and smash the trade unionists. They ordered a lock out in the whole area governed by the federation, dragging in towns like Sheffield and Oldham, which were only indirectly concerned with engineering. Two strong organizations thus face each other, both determined to resist to the end. It cannot be said that the eight-hour cause excites sufficient public sympathy to carry on a long campaign. The men themselves are by no means agreed. The engineers in Scotland, North England and Belfast, those dragged into the dispute, show no enthusiasm for shorter hours. The employers, seeing this, count on their longer purses to win the battle.

The Ironmonger of London has been investigating the recent underbidding of English steel rail makers by American manufacturers. It is ascertained that an East Indian railway company invited tenders for 7,544 tons of rails, and English rails were offered at an average of \$27.50. The American quotation, understood to come from the Maryland Steel Company, was \$23.50 delivered at Calcutta. This tender was accepted, together with a tender for accessories, which was also lower. The Secretary of State for India says that further orders for rails for India have been placed in the United States. The Bengal & Nappur railroad company recently accepted 2,000 tons from an American firm at \$23, compared with \$27.25, which was the British bid. Lord George Hamilton adds that the quality of the material was tested before acceptance by an official sent to the United States. That is to say the iron and steel industry of the United States, fostered by protection, has grown to such dimensions that, while the United States ports are still fast closed against British and Canadian goods, American iron and steel workers are underbidding those of Great Britain and Canada and selling steel rails not only in the United States, Canada and Great Britain, but also out in distant India. This situation gives cause for thought in both Great British and Canada.

The Old Country people are a little slow in catching on to a new idea, but they do get there at last. Liverpool is following the example of Birmingham and adopting the trolley. The dock bus will soon be a thing of the past. Of course, the change has not been made without a great deal of opposition on being excited, but the majority of the citizens (so says a Liverpool paper) have resolved to sacrifice the ideal and "are quite content to have the skyline slightly interrupted by an electrical wire, in return for cheap, clean, comfortable, convenient and rapid travelling."

Endorsed by the English Navy

British sailors are sometimes called "Lime Juicers," from the fact that the law requires that they be supplied with a weekly allowance of Lime Juice as a medicine. Its virtues as a blood cooler, and preventive of rheumatism, have long been recognized by the medical professions. If you want the best, and strongest, ask for the **SOVEREIGN LIME JUICE** Refined and bottled by **Simson Bros. & Co. Manufacturers**

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your furniture if you like, and you will like if you look. Quality and value are very apparent.

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for a day—with a series of Special Low Prices—for Saturday and Saturday evening.

EXTRAORDINARY INDUCEMENTS.—3 doz. Men's Neglige Shirts, soft bodies—cuffs attached—sold all season for 50c to 75c, price for to-day only 35c.
Boys' and Girls' Straw Sailor Hats, in fancy mixed braids, regular 50c hats, your choice at Paton's today, 15c.
RIBBON SELLING.—18c for 30c novelty fancy ribbons, the rarest and choicest makes in most brilliant color combinations, many styles absolutely exclusive here, pure silk Romans in profusion, 25c, now 13c. 14c for 25c pure silk Roman stripes, 4 1/2 inches. 18c for 30c Dresden Sash Ribbons, 7 inch.

Clearing Women's Fashionable Waists

Phenomenal prices to-day. A surpassing show of Women's Waists—and a most wonderful way of selling them. You know the "Paton method" of clearing the surplus—when it comes to this period of the season, and know what to expect. 50c for \$1 Waists—better Waists in proportion. Waist style and waist values without precedent.

Men's Straw Hats—see west window, 30c for 60c and 70c Hats. Our 25c black all wool women's Hose, the best value in the city special heel and toe. 3 pairs good black cotton Hose for 25c.

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Ho! For The KLONDYKE

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EXPEDITION.

Dispatched their expedition to the gold fields of Klondike on the 9th instant, in charge of Mr. Wm. McIntosh, a gentleman of great ability, courage and determination. The party under his charge consists of five experienced men, especially selected, who have signed articles for an engagement of two and a half years.

ROUTE

The party will go via Victoria and Dyea, and are fully equipped with a year's supplies. Horses have been purchased to pack the supplies from Dyea to insure their arrival at the Klondike this fall.

PROSPECTS

It must be evident to every one that a properly organized party, working systematically, will succeed where individuals would fail, and that the expedition of the Montreal-London Gold and Silver Development Co., Ltd., affords an opportunity to investors of sharing in the untold mineral wealth of the country without enduring the hardships and trials of the journey.

SUBSCRIPTIONS

As no more parties can be made up to reach the Klondike before spring this is the last opportunity that the public will have to make an investment in that region.

Every Director and Shareholder has purchased shares at par value, 24 cents. No shares have been disposed of at a lower rate. Present price of shares—24 cents each, non-assessable, in blocks of not less than 100 shares, payable one fourth with application, balance in 3 calls of 6 cents each when called by the Directors, with at least one month between calls.

Price of shares will be raised at an early date. For further information apply to

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POPULAR CITIZENSHIP ADDRESSES



THE DISTINGUISHED SPECIALIST
Rev. E. O. Taylor, M.A.
OF CHICAGO.

Will deliver a course of Lectures in P. E. Island, beginning at Malpique Aug. 29th. He is to lecture in Kensington, Summer side, Alberton, Charlottetown, Souris and Victoria. His subjects are:—"Alcohol and the Later Science." "Christian Citizenship." "That Boy of Yours," and "A Glass of Beer Analyzed." Mr. Taylor is a scientific expert on the alcohol question. His lectures are of Universal Extension Grade, and therefore are not story telling talks. His tour over the Dominion is under the auspices of the W. C. T. U., and is endorsed by pastors, physicians and educators. Mr. Taylor ranks among the leading platform speakers of this continent.—London Free Press. The P. E. Island public will have a rare intellectual treat in hearing this brilliant orator. For further particulars see flyers. aug. 17—

Established 1872. Ch'town Business College AND WRITING ACADEMY.

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THE 24th Annual Term of the above Institution opens on MONDAY, AUG. 23rd inst. Intending students can enter at any time during the term. No entrance examination required. All Commercial Subjects necessary to a thorough business education are taught by a staff of competent and experienced teachers. Class and individual instruction given. The regular course of lectures by business and professional men will commence in October and continue throughout the term. For particulars of course, circulars, testimonials, terms and application forms apply to

L. B. MILLER, Principal
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TO LET.

Those large and commodious Ware houses and Cellars on Sydney St. West, now occupied as a Pork Packing Establishment by B. & M. Rattenbury. Possession 5th September, next. Apply at the office of the Connolly Estate, Queen Street.

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