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THE DAILY EXAMINER.

AUGUST 11, 1897.

THE SOUTHERN RAILWAY.

The engineers, opportunely brought here during the recent election contest, are reported to be still at work upon the survey of a route for the proposed Southern Railway. We are glad to note this fact and we hope that the route selected will be that which is most conducive to the interests of the Southern people. Thanks to the interposition of Senator Ferguson, Mr. Martin and THE EXAMINER, Mr. Peters has formally promised that the construction of the railway shall not be prejudiced by reason of the proposed arbitration on the claims of the Province. Upon this point Mr. Martin said in the House of Commons:

"Now, I am going to refer to this proposal made by the Premier of Prince Edward Island, a copy of which I hold in my hand, to refer the claims of Prince Edward Island, and among them the railway claim, to arbitration. The proposal made by the Premier is to refer the question of communication with Prince Edward and the mainland, and railway, as well as other claims, to arbitration. I see no objection to this, so far as the question of damages on account of the non-fulfillment of the terms of union with Prince Edward Island with respect to continuous communication with the mainland is concerned, but I object to the claims of the island in regard to railway construction being referred to arbitration. The Conservative party has already admitted the claims of Prince Edward Island in regard to railway construction, and the Minister of Marine and Fisheries (Mr. Davies) has committed the Liberal Government and party to the construction of these railways. Both parties being committed, I submit that justice will not be done if these claims are referred to arbitration, as it will necessitate delay."

The position adopted by Mr. Martin was the position taken by the Liberal-Conservative Party in this Province. Its reasonableness and strength were quickly recognized by Premier Peters. Mr. Peters did not dare to face the constituencies of the Province without assuring the people that their claim for railway construction would not be involved in the arbitration. We may now, therefore, indulge the hope that the work of constructing the Southern Railway will be begun next year. Certainly the situation in respect to the railway would have been much more satisfactory had an amount been voted towards its construction, as well as to defray the cost of the survey. Referring to the latter item Mr. Martin said, in the course of the speech from which we have already quoted:

"In regard to the item of \$7,500, I hope the Minister of Marine and Fisheries will not be so weak-kneed as to allow millions of money to be expended on the extension of the Intercolonial Railway to Montreal and more millions on the Crow's Nest Pass Road, and admit for one moment that the little Province has no right to be considered. I am afraid that the members of the Cabinet are too strong for him, and that this fact explains the item of \$7,500, while millions are being voted for railway construction in different parts of the Dominion. The Minister of Trade and Commerce asked me the other day if Prince Edward Island would be willing to take back its railway. I ask the Minister does he believe that Ontario would be willing to take back the canals? The original cost was \$66,000,000. The interest is \$2,500,000 a year. What are the total receipts from the canals? While in 1865 only \$20,000,000 had been expended, the tolls were \$400,000, and yet today, after an expenditure has been made of \$66,000,000, the tolls are only \$300,000 a year. While the expenditure has increased three-fold, the tolls have actually decreased. Will the Minister of Trade and Commerce agree to pay that interest and accept the tolls? No less than \$65,000,000 has been expended on the Intercolonial Railway, which, at 4 per cent, means a payment of \$2,250,000 yearly for interest. This interest has to be met every year, and yet hon. gentlemen opposite are making further expenditures of millions on this road. Are they not supposed to be just before they are generous? Yet political exigencies compel them, even against their better instincts, to make these expenditures, while at the same time they make no effort whatever to carry out the compact with Prince Edward Island."

Mr. Martin's appeal was not heeded by the Government. The Drummond "Deal" was carried out in spite of the opposition

of the Senate and the amount required for a railway through the Crow's Nest Pass was voted,—but for the Murray Harbor and Belfast Railway a grant, sufficient only to pay the cost of a survey! It remains to be seen whether the Government will implement the promise forced from Sir Louis Davies previous to the last Dominion Election, or whether the fear hinted at by Mr. Martin will be realized.

NOTES AND COMMENTS

—A reconstruction of the Government of New Brunswick is expected. It is said that Hon. Mr. Tweedie will be Premier.

—The Montreal Gazette remarks that there are signs that Mr. Goldwin Smith is getting into his favorite position of being opposed to the Government. He is another straw showing how the political wind is blowing.

—Mr. W. B. Searth, deputy minister of agriculture, has received a letter from the International Leather Company of London, Eng., asking him to recommend Canadian agents. The company deals largely in American leather, and would like to open up a connection with Canada. Of course it is no part of the duties of the Deputy Minister of Agriculture to find agents for manufacturers, and he therefore makes the letter public so that anyone who pleases may open correspondence with the company.

—A despatch from Chatham to the St. John Sun reports that Mr. D. Hallon, of Montreal, made a large expenditure at Bay du Vin to prosecute oyster culture in that district. He imported a large number of oysters from P. E. Island and transplanted them in the entrance to Bay du Vin river; also transplanted a large quantity of Bay du Vin and Egg Island oysters, fondly imagining that he would be allowed to ship his own oysters when he wished; but his oysters were not his at all, even though planted on an area leased by him, tended and cared for at his own expense. Evidently the right of property in oysters is governed by laws passing strange.

—The Klondike fever is likely to prove a pretty expensive disease to the Dominion treasury, and it is extremely doubtful whether any direct return will ever be received which will at all equal the expense which has been and will be incurred in policing the country and maintaining law and order. So far, it is estimated, the expense the country has been put to will foot up over a quarter of a million dollars, the greater part of which will have to be covered by the Governor-General's warrants, as no adequate provision had been made in the supply bill for the expenditure which circumstances have rendered it necessary to make. As to revenue, the customs receipts, while likely to be large at first, will probably quickly diminish as better means of communication are established with Canada and the bulk of the supplies taken in are drawn from the older provinces instead of from the United States, as at present. As for the royalty on gold, it is pointed out that even if an attempt is made to collect it, the diggings are so near the boundary that the greater part of whatever gold is found will be taken out "over the fence," so that the Consolidated Fund is not likely to be benefited much by it. In addition to the quarter of a million expenditures already incurred, the Government will soon have to face the question whether it will not be necessary to increase the mounted police force by a hundred or more men. The force in the Northwest had already been reduced to about 650 men when the first draft of 80 additional men for the Yukon was made, and if a second detachment of 100 men is found to be necessary on account of the crowd of gold-seekers rushing into the country, their places will have to be filled by new recruits, as a force of only 450 men will be quite inadequate to maintain the posts now established in the Northwest and keep up ordinary police duties.

—Commenting upon the recent decision of the Crown Law Officers, in respect to the German and Belgian treaties, the Montreal Gazette says: "The effect on the customs revenue will be considerable, and will be all the more awkward because the indications are that the expenditure of the Government for the twelve months the reductions will have to be given will be in excess of the receipts. For any inconvenience in this respect they may suffer, moreover, the ministers will be alone to blame. The reading of the Belgian and German treaties was very plain, and it was pointed out by the Opposition that the Government was taking a step that it had not well considered. It was deemed wise, however, for the sake of effect on home political opinion, to reject the advice

tendered by the Conservative Opposition, and Sir L. H. Davies was put up to argue that there was nothing either in the law or the treaties to prevent Canada giving a preference to Great Britain and denying it to countries with which Great Britain had "favored notion" stipulations in her treaties. As a result of the Government's crude and ill-considered way of proceeding, the favored treatment of British goods is not now favored treatment at all. It is to be shared in by Britain's chief commercial rivals on the continent of Europe; but is not shared in by such countries as Newfoundland and the West Indies, which, after Great Britain and the United States, are the largest purchasers of Canadian exported products. On the whole the "strongest business Government Canada ever saw" has made a business mess of the first important affair it undertook; and would have been in a still more unfortunate predicament but for the unexpected action of Great Britain in denouncing the German and Belgian treaties, an outcome of the conferences at London between Mr. Chamberlain and the representatives of all the colonies, and of the colonial conference at Ottawa in 1895.

ESTEEMED EXCHANGES.

Montreal Gazette: Mr. Lavergne, M. P., Mr. Laurier's law partner, has taken a place on the Bench. The wise men are leaving the sinking ship.

Halifax Herald: The denunciation of the treaties was all right; and the colonies may well expect great things yet from this Imperial move. But who is getting any benefit from the so-called preferential tariff? Certainly not the people of Canada.

Summerside Journal: Premier Peters is very fortunate in having as returning officers men who are thoroughly plastic in his hands, men who are mere marionettes, that jump as he pulls the strings, and who speak the words that he puts into their mouths. This enables him to win districts in which monetary considerations have not the desired effect, and assists him to hang on to office.

St. John Sun: The Liberals of Digby recently took advantage of Hon. Mr. Fielding's presence in the town to impress upon him the need of a public building for Digby. The Finance Minister was sympathetic, and hoped that within one or two years the state of the revenue would permit the expenditure. But he could make no promise. He will feel much less like it now that Germany, Belgium and France are to be presented with a large slice of the revenue, thanks to government stupidity.

St. John Sun: Until June 30th of next year the goods of Germany, Belgium, France, and certain other treaty nations will get the benefit of the 12½ per cent. reduction, and for one month after that date, until the favored nation treaties cease to apply, a reduction of 25 per cent. Mr. Fielding has made the manufacturers of those countries a handsome gift. By a singular irony of fate his friends of the United States, who are so good at printing jubilee stamps and that sort of thing, are actually discriminated against. But he never intended that. The government of premiers, the cabinet of all the talents, have made themselves ridiculous, and have brought about a condition of affairs that most seriously affect the industries of this country.

ENGINEERS.—The Charlottetown Engineers are requested to meet for drill tonight in uniform.

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 preventative of rheumatism, have long been recognized by the medical professions. If you want the best and strongest, ask for the

SOVEREIGN LIME JUICE

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Manufacturers

STEARNS IS BEST

If you use your eyes about the streets you'll see more Stearns Bicycles than any other kind; and although the season is late, we are still selling a few.

Before Buying See Us

New Patrons are dropping into our Bicycle Repair Shop daily. We give them satisfaction or their money back.

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HOME MAKERS.

The Best Shirt

is a poor shirt if it doesn't fit

We pay greater attention than anybody we know to the fitting of our shirts. All length sleeves, short and long bosoms, plain and fancy bosoms, best fitting shirts made. We guarantee every one—75c. \$1.10, \$1.25 and \$1.50.

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Is the biggest value you ever got for 50c. The bosoms are set in, and lined. The bands and wrist and neck are linen. Made double thickness front and back, and all length sleeves. They're better than most 69 cent shirts we see.

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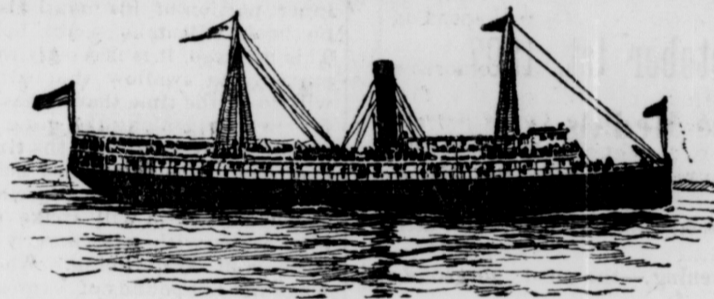
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Charlottetown to Boston about 30 hours. Summerside to Boston about 28 hours. ROUTE 1.—Leave any point on the line of P. E. I. Railway by Morning Train Tuesday or Saturday, reach St. John via Sun meride and Point du Cheate at 4 p. m. Leave St. John by Steamship St. Croix at 4.30 p. m. direct for Boston. Arrive there at noon next day.

ROUTE 2.—Leave the Island on THURSDAY, reach St. John same evening and connect with the Friday Morning Steamer for Boston, via Coast Service. Send for Folder and information to nearest Ticket Agent, or to

C. F. LAECHLER, Agent,

E. A. WALDRON, Gen. Agent, Boston, Mass. 187

Grand Picnic

The A. O. H. Society of this city, will hold a grand Picnic, on the beautiful grounds, near Hickey's Wharf, East River, on

Monday, August 16th.

The steamer Southport will leave Prince Street Wharf at 9 o'clock, a. m. and at 2 o'clock p. m. on that day. Dancing, and all the usual amusements will be provided, and in addition there will be several athletic events.

A well stocked refreshment saloon will be provided, also a tea table. The League of the Cross Band will be in attendance, and a good time is guaranteed to all who may attend. No intoxicating drinks will be allowed at or near the grounds. Tickets 25c. By Order of Committee.

182—d&w

WANTED.—Agents for "Queen Victoria Her Reign and Diamond Jubilee." Overflowing with latest and richest pictures. Contains the endorsed biography of Her Majesty, with authentic History of her remarkable reign, and full account of the Diamond Jubilee. Only \$1.50. Big book. Tremendous demand. Bonanza for agents. Commission 50 per cent. DUTY PAID. Credit given. Freight paid. OUTFIT FREE. Write quick for outfit and territory. THE DOMINION COMPANY Dept. 7, 256 Dearbon St, Chicago, Ill.

ANNOUNCEMENT OF Cymbria Park Races

—TO BE HELD ON—
Saturday, August 14th

Over Cymbria Trotting Park, situated near Oyster Bed Bridge.

The meeting will consist of a

Free-for-all, purse of \$25.00
Three-minute class, purse of 20.00
Green Race, purse of 15.00

In all sixty dollars will be hung out for competition over this beautiful track, where winners may be sure of their money, and all—fair play. The purses will be divided as usual into three parts; 50, 25 and 10 per cent. respectively. Any horse distancing the field entitled to first money only, the remaining horses to finish the race. All races to be mile heats, best three in five to harness, and open to trotters and pacers. Five horses to enter in each class, and three or more to start. Entrance fee 10 per cent. of purse. The first race will be called at 1 o'clock, sharp. Refreshments and amusements of various kinds will be supplied on the grounds. No liquors allowed at or near the place.

Admission to park, Gentlemen 25c, Ladies free.

All communications must be addressed to

D. MacLEAN, Secretary,
Cymbria.
D. McMILLAN, proprietor, Cymbria Trotting Park.

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1897. C. W. A. Maritime Championships ON Charlottetown Amateur Athletic Association Grounds

LABOR DAY, September 6.

- List of Events.**
- 1 mile novice
 - 1/2 mile C. W. A. Maritime Championship
 - 1 mile (boys under 16)
 - 1 mile (2.50 class)
 - 1 mile (C. W. A. Maritime Championship)
 - 1/4 mile race
 - 3/4 mile (lap race)
 - 2 mile (handicap)
 - 5 mile C. W. A. Maritime Championship
 - 1 mile Tandem
 11. 220 yards flat race
 - 1/2 mile flat race
 - 1/4 mile flat race
 - High jump
- Handsome prizes given in all the other events.
A. E. INGS, President.
H. D. JOHNSON, M D Secretary
Aug. 6 day

New Crockery Store!

All kinds of First-class crockery, including Dinner Sets, Tea Sets, Chocolate Sets and Chamber Sets, Butter Coolers, Pitchers, Bowls, Pie Plates, Butter Crocks Cream Crocks, Cake Pots, Bean Pots, Teapots, Milk Pans, Churns, &c. Also, a very fine lot of Glass, in Tumblers, Goblets, Water Pitchers, Six Piece Sets in Colored and Plain Glass, Preserver Dishes, Bread plates, Celery Dishes, Butter Coolers, Cake Stands, and a lot of other articles too numerous to mention.

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We are sure to suit you, both in price and quality.
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