

It Pays to Buy at PERKINS About New Goods

MILLINERY

As business in our millinery department is rushing, we would like you to leave your order early as possible if you want your hat Saturday.

Children's Coats

Have you seen the Coats, Collars, Hats, Tams, Hoods, Pinatores, Infants' Cloaks and Underwear in our Children's department. We have the finest stock of children's wear in the city.

SKIRTS

We are selling a great many Metallic Sateens and Moreen Skirts. Have you bought your's yet? If not, we would like to show you our line. Also Metallic Sateen and Moreen by the yard.

JACKETS.

Our Jackets are noted for their style, quality, perfection of fit, and very low price. We would like you to come in and try them on, and with our three fold mirror you can see the front, back and side without turning yourself.

LADIES' UNDERWEAR

It will soon be time for you to think about changing your winter Underwear for something lighter in weight. We would like to remind you that we are showing our new summer underwear at prices ranging from 5c to \$1.65 per garment.

Remember the old rule—"No trouble to show goods."

F. Perkins & Co THE MILLINERY LEADERS

It's All In The Way It's Done

Almost any one can build a house, but it takes a first class workman to do it right.

We do it right, and at a reasonable price. If you countemplate building, let us submit plans and figures.

Repairing and Jobbing

are specialties to which we give careful attention. We can regravell an old roof and make it equal to new work. A little money goes a long way when dealing with us.

WM. W. HARPER Manufacturing Contractor, Fitzroy Street.....

PRESMAN WANTED.—at once, steady employment. J. T. McKenzie.

PASTURE—Two acres of good pasture land on Kensington Road, half mile from town. Apply to F. W. L. Monte Solicitor 112 dy 1w

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LOST.—A gold bracelet padlock, with initials C. S. U. Finder will be rewarded. Apply to Arthur W. Weeks, Weeks & Co 112 11

THE DAILY EXAMINER

MAY 12, 1899

RAILWAY EXTENSION AND HILLSBOROUGH BRIDGE.

HANSARD, for May 1st, to hand this morning, contains an extended report of Mr. Martin's speech concerning the Belfast and Murray Harbor Railway and the Hillsborough Bridge in connection therewith. Those who may read the report will see that Mr. Martin went fully into the matter and presented arguments that ought not to be ignored. He referred in the first place to the need of railway accommodation by the people of Belfast and Murry Harbor, particularly in view of the scarcity of harbors and shipping places upon the coast. In this connection he said:

"A large part of the Province is debarred at present from even taking any advantage of the communication which the 'Stanley' at present affords. The Dominion of Canada may boast, and think that it is doing a great deal for us in providing a new steamer to replace the 'Stanley.' But I have this remark to make, and I wish the members of the Government to give some attention to it, that during the time that steamer is performing service in Prince Edward Island in the winter season, the traffic is so great that the boat is self-sustaining, or more than self-sustaining. So that so far as the boat is of service to the province of Prince Edward Island, the province is paying you a quid pro quo, and is not any burden on the Dominion of Canada.

"I may say that this line is proposed to extend between Southport, opposite Charlottetown, and Murray Harbor, and I am going to make this assertion in regard to the ports between these two points, that there is not one well-equipped harbor between Charlottetown and Murray Harbor South the proposed terminus of this road. I am sure that the Minister of Marine and Fisheries will bear me out in every word I say. Take these harbors seriatim from Murray Harbour South to Charlottetown, and I doubt if there is one well-equipped harbour on that coast. Take the first one at Murray River. It is naturally a good harbour, but it needs dredging. Private enterprise had to step in and provide the accommodation at Murray River, which the Dominion Government have time and again refused to provide, and you still refuse to dredge it. Take the next harbour, that of Wood Island. The late Government, to be sure, spent a good deal of money there, but the harbour is practically of little service. As it is, it either wants a little dredging or else still further extension of the western block before it is fit for shipping for vessels of any size. Take the next harbour, Belle River. The Minister of Public Works is not in his place, but last session I asked for a very small sum, one or two thousand dollars, to be expended at Belle River, and what answer did I receive? The Minister of Public Works got up and told me that that harbor was not under control, and he did not spend money on any harbours in this Dominion which were not under his control. I immediately asked for a return showing the amount of money which this Government had spent for three years on harbors over which he had no control, and the answer made me was that the expenditure was large, and the harbors so numerous in different parts of Canada in which expenditures were made, that he could not bring the return down last session, and it has not yet been laid before the house. So that when an expenditure is wanted in Prince Edward Island the Minister of Public Works can stand up and say, 'Oh, well, we are not spending any money on private harbors. I can spend no money on a harbor not under my control.' But when it comes to a harbor in Quebec or some other province, the money is freely voted.

"The next harbour contiguous to Belle River is Pinette harbour. This harbour is one in whose interest the hon. Minister of Marine and Fisheries has often pleaded, when he was on this side of the House, but I am afraid that he has forgotten what he said so often in reference to the inadequacy of the shipping accommodation there. I hope, Sir, that perhaps, this session that harbour may receive some attention. Take next the harbor of Vernon River. Perhaps the hon. members of this House may not be acquainted with that harbour, but I am sure the hon. Minister of Marine and Fisheries knows the difficulties that harbor has to contend with. That harbor has been in need of dredging for years. The hon. Minister himself has, time and again, during thirteen or fourteen years, advocated the dredging of the harbor, but since he has crossed the floor to that side of the House he has forgotten it completely. Take the next harbour to Vernon River—China Point, and it has a history. The pier at China Point has floated down the river, and has been in that condition for two or three years. I think there was an appropriation of \$500 a few years ago, and an appropriation last session of \$2,000; but I do not think that there is any accommodation for shipping at that point yet. Take the next harbour from China Point—Pownal and Alexandria. These two harbours need attention. I may say, what I said at first, that there is not one well-equipped harbour between Charlottetown and the proposed terminus of this road. The expenditure on these harbours in Prince Edward Island has been very small; there is more spent on one harbour in some of the other provinces in the Dominion than in the whole Province of Prince Edward Island."

We greatly regret that we cannot, just now, quote this excellent speech at length. Continuing Mr. Martin said: "The Liberal party will now redeem it-

self in many eyes, and in the eyes of the people of that province, and of the whole of Canada, if it reduces the rate on the Prince Edward Island Railway to a fair and equitable basis as compared with the Intercolonial Railway. I referred to the starting point of this road as being at Southport, and I may say that it will pass through some of the richest parts of the province. Starting at Southport it passes in the vicinity of Keppock, Alexandria, Pownal, Village Green, Millview, Cherry Valley, Mount Herbert, Donagh, Johnson's River, Auburn, Fort Augustus, Pisquid, Fairview and Avondale. Turning to the south, it goes through or not far from the flourishing sections of Vernon River, Orwell, Albert Plains, Ugg, Kiroos, Dundee, Fairville, Lyndale, Valleyfield, Grandview, Newton, Belfast, Montague, Surrey, Garlaich, Middleton, Melville, Flat River, Caledonia. Let me say here, and I hope the Minister of Marine (Sir Louis Davies) will give me his attention at this particular point, there is a very large interior section of the country here, which, perhaps, it is rather difficult to place in communication with railways, for there would no doubt be a good deal of trouble in getting a line so as to accommodate a large portion of this section, unless great care were taken to select a proper route. I may say that the proposal of the late Government to build a spur at some point of the new line by the way of Montague Bridge was a good one, and unless that is done, the beneficial results which will arise from the building of this road will to some extent not be fulfilled. I do hope, although the road has been surveyed, that the Minister of Railways will seriously consider this and that the Government will consider the desirability of the short spur I have mentioned. Now that conditions have changed in Prince Edward Island, and that we have shipping in the winter months of fresh fish, butter, poultry, &c, it is all the more important that ten or twelve miles of railway should be built here which would serve a large section of lots 59, 61, 63 and the eastern parts of lots 57 and 58. I wish to call the attention of the Minister of Marine to that, and trust that he will have it carried out by the Government. The roads turn at this point to Murray River, and passes through or in the vicinity of Wood Island, Culloden, Mount Vernon, Iris, Dover, Glen William, Peters Road, Little Sands, High Bank, White Sands, Hopefield and from Murray River down to deep water at Murray Harbour South. As I said, it will afford an alternative route in the winter, should the steamer 'Stanley' be caught in the ice as she has been time and again for some years past. Some hon. member of this House may think it a light thing that a steamer loaded with freight and passengers should be floating about ten or fourteen days in the ice. If you build this road and make this the proposed terminus, it will give you an alternative route for that steamer in the winter, and you are doing a work that is not only beneficial to the province, but which assumes Dominion importance. This spur line will be a great accommodation to the farmers and fishermen for shipping in the winter season. It will shorten the route over which they have to ship about four-fifths, and I need hardly say that that is quite an item in shipping freight. Now, Mr. Speaker, I do not think that any good reason can be shown why the construction of the proposed road should not be proceeded with.

Mr. Martin then submitted statistics proving in the clearest possible way the equity of Prince Edward Island's claim to increased railway accommodation and public works. Towards the end of his speech, he referred to the proposed bridge over the Hillsborough, quoting the resolution passed in the Provincial Legislature in that regard, and saying: "I need not say, sir, that that shows the people of the province have some confidence in the building of this road, and are anxious to proceed with it. This sum of \$12,000 a year, will represent the interest on the large sum of \$400,000. Now \$400,000 is quite a large sum for a small province like Prince Edward Island, for it is nearly \$4 per head of the population. While they have already spent at the rate of \$28 per head for railways in Prince Edward Island, they are now willing, in order to extend the railway system which was introduced there over 20 years ago, to bear the further burden of \$400,000. This fact shows the great necessity which exists for this road. The subsidy which is at present voted for the bridge by the province of Prince Edward Island is one half as much per capita as has been paid by the great province of Ontario for railways altogether; and I have pointed out that the province of Ontario came into this Dominion without having previously expended anything for railway construction."

We greatly regret to learn that the Government of Canada has not yet come to a decision to do anything in respect to the Belfast and Murray Harbor Railway or the bridge. Sir Louis Davies admitted in the few remarks he made after Mr. Martin had spoken that "the matter has not yet been finally decided upon." Sir Louis is only "not without hopes that later on the Government will be able to make some proposition with regard to the matter." Sir Louis added: "It (the Belfast and Murray Harbor Railway) has to be considered, of course, along with other projects in other parts of the country. But I have a right to think that the righteousness and feasibility of the scheme are such as will commend it to my colleagues as they have commended it to myself."

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We fear that if this important work is dependant only upon "righteousness and feasibility," it will not be constructed in the near future, or before another election has been held. Sir Louis is, evidently, not sanguine. It is worthy of remark that his strongest plea on behalf of railway extension in P. E. Island, is that the late Liberal-Conservative administration committed the Government to it. "The late Government," said Sir Louis, "committed themselves to the principle of the construction of the road he (Mr. Martin) advocates, together with a number of other roads." This is the strongest, we may say the only, ground upon which our expectation that the Belfast and Murray Harbor Railway will be constructed rests.

There are Liberal lawyers to be propitiated; and our Provincial statutes are now to be consolidated. The death last night of Mr. John McKinnon well known in Charlottetown and throughout the Province in connection with the Supreme Court, is reported. Mr. McKinnon, was one of our oldest citizens. It is said that he was ninety-four years of age. It is with profound regret that we chronicle the sudden death, at New Perth, of Mrs. Robert Dewar. The sad event, which has cast a gloom over the whole community, occurred on Wednesday last. Mrs. Dewar's death has caused the Christian Church at Montague to lose one of its most faithful and consistent members, the poor one of their most generous friends, and the people of New Perth one who, by her pleasing disposition and many Christian virtues, will long be cherished with feelings of fond remembrance. To the sorrowing husband and family in this, the hour of their deep affliction, we tender our sincere and heartfelt sympathy.

Read and Prove It

Do You Want To Save Money?

Well Read Our Saturday List

50c will buy any of those 300 Sailors, Black, Colored and White—pretty shapes. 50c will buy two of those White Shirts on our Bargain Counter.

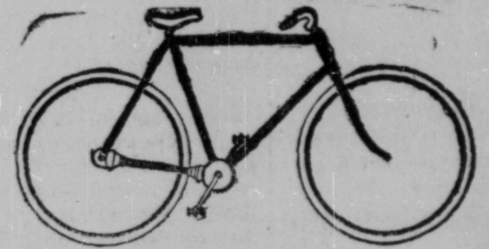
READ OUR SATURDAY LIST—It's demanded and here it goes!

EXTRA SMALL PRICES FOR TO-NIGHT.

- Men's White Unlaundered Shirts, 2 for 50c
Men's Cotton Underwear, 18c garment
Men's Balbriggan Shirts, 24c garment
Children's Plaid Hose, 30c
Children's Cotton Hose
All Wool Cashmere Hose, 19c
Heavy Ribbed Hose, 9c a pair
Plain Cotton Hose, 6c pair
Boys' Unlaundered Shirts, 12 to 14 1/2 and 14 1/2 to 17 in. in Men's, two for 50c
Boys' Braces, 8c pair
Men's Braces, 10c pair
Chiffon Frilling at 12c, newest shades.
Boys' Eton Collars, 10c
Boys' Collars, 16c
Boys' Duck Collars, 10c
Combination Blue and White, 13c
Men's Cotton Sox, 5c a pair
Black Cotton Sox, 16c
Men's Skull Caps, 12c
Golf Caps, 15c
Ladies' Lined Collars, 9c
The best silk Four-in-Hand Ties going at 2 for 25c.
Ladies' Pique Collars, 19c
Leather Belts, 9c each.
Children's Lisle Thread Gloves, 6c
Ladies' Lisle Thread Gloves, 3 pairs for 25 cents.
Ladies' Taffeta Gloves, 20c
Ladies Underwear, 4 1/2c each
Children's pique collars and cuffs—laced goods in fancy combinations. Many collars and cuffs in this lot worth 50c. They all go at 10c each
Ladies' Veiling—Pretty Veiling from 6c to \$1.00
Our 10c Veiling is a seller

SEE OUR 50c WINDOW

James Paton and C'oy.



Stearns Bicycles...

are undoubtedly the Best They have been universally acknowledged for so long a time as the greatest wheel manufactured, that we do not hesitate in offering them to you as the very best on the market. Prices from \$40—up. In black or orange. Our Bevel Gear Chainless at \$75.00 is excelled by none. Call in and see our samples.

We Carry a Full Line of Parts

A few good second hand wheels in stock.

MARK WRIGHT AND CO

1000 Feet Wanted To fill 500 Pairs of Hose

Here is a partial list of what we have to offer you on Saturday May 13.

- LADIES COTTON HOSE at 8c, 10c, 12c, 16c, 19c, 25c, 35c, 45c
LADIES CASHMERE HOSE at 20c, 25c, 30c, 35c, 40c, 45c
See our PLAID Hoisery in Ladies' and Childrens' sizes.

CHILDREN'S COTTON HOSE, Assorted

....at 10c, 12c and 15c....

CHILDREN'S CASHMERE HOSE

....from 17c and up....

SENTNER, McLEOD & CO.