

OUT OF 2,000 CLAIMS

Against an Accident Co. for last year, 531 were for accidents caused to pedestrians walking on the sidewalk.

THE OCEAN ACCIDENT

Insures against all kinds of accidents. Its premiums are low, and it gives a good Pol.

E. R. Brown

General Agent
Charlottetown

THE DAILY EXAMINER.

OCTOBER 21, 1897.

NOTES IN NOVA SCOTIA.

It is difficult to convey in words an idea of the calamity that has befallen Windsor. A few scattered buildings remain upon the outskirts of the town beyond the range of the fire. All the rest are gone—clean swept out of existence—the ruins of the court house and post office and a few other of the more strongly-constructed buildings standing or partially standing grim and lonely amidst a black and smoking waste of ashes, fallen bricks and still burning coal. The scene, it has been said, resembles some of those pictured in Dante's Inferno. Certainly it is a striking commentary upon "the deceitfulness of riches." On Saturday night Windsor was counted the wealthiest town of its size in all Canada, and the inhabitants went to bed feeling that they were well-to-do, many of them imagining that they had laid up in store sufficient for their maintenance in comfort throughout life. But on Sunday night these same people were without means of satisfying the cravings of their hunger and without a shelter from the chill October gale. If the charity and pity of their neighbors in Halifax, St. John, Truro and other towns had not instantly supplied relief, many of them must have suffered the extreme of want or perhaps perished miserably. The prompt action of the mayors and other authorities of the surrounding towns is beyond all praise; and we have no doubt that the free bounty and sympathy of the people of the Maritime Provinces will enable the people of Windsor to tide over the ensuing winter months and keep the town alive until the springs of its enterprise have been reopened and its vanished homes restored. Fortunately, King's College, the College School, Edgemoor, and the Parish Church, remain as links, between the past and the future of Windsor and as sources of culture and good taste from which its builders and workers may draw.

A good deal of enterprise has lately been shown in Nova Scotia in respect to the entertainment of tourists. Yarmouth is to be credited with the establishment some years ago, of a line of first-class steamers to Boston and a first-class hotel, and the result has been an annual influx of thousands of holiday-seekers and many thousands of dollars. The efforts of the enterprising men of Yarmouth were ably seconded by the Dominion Atlantic Railway Company, which has provided a train service throughout the Land of Evangeline that is second to none in America. It is delightful to sit in the smoothly-running palace cars of this company and view the splendid panoramas of distant hills on either side, with fruitful fields and orchards and cosy cottages and pretty towns, which is presented in the run from Annapolis to Windsor; and though there are, even yet, many waste and barren tracts of land to be cultivated and fertilized throughout the classic valley, it is not wonderful that the enterprise of the Dominion Atlantic Railway Company has been amply rewarded and that they have been encouraged to supply in the Prince Edward one of the fastest and most luxuriously furnished steamships afloat for service between Yarmouth and Boston, and in the Prince Rupert a magnificently-appointed steamship for service between Charlottetown and St. John,—both in connection with their railway. A glance at the map will show that as between Charlottetown and Boston the Dominion Atlantic is the more direct route; and it is certainly well worthy the patronage of those of our citizens who travel on business or pleasure bent.

As a means of additional attraction for tourists, as well as for the purposes of local traffic, it is proposed to construct a railway from Yarmouth to Halifax, by way of the shore, thus affording tourists means of enjoying the beauties of nature and the delights of the salt water bath on the Nova Scotian coast. It is believed that well kept summer boarding houses at

the more picturesque and attractive points on the coast will, in connection with the shore railway, induce many citizens of the Great Republic to spend their holidays, and their dollars, in Nova Scotia. This belief is strengthened by the fact that, even without the railway, hundreds of persons have made their summer residence at Chester, where a good hotel and a boarding house or two have been established. The cool and breezy islands at the entrance of the Mahone Bay—far outrivalling the Thousand Islands of the St. Lawrence in point of beauty—are a source of delight alike in enjoyment and in remembrance, and the grand scenery, the transparent water in which the surrounding hills and dales, with their wealth of trees and foliage and cottages, are clearly reflected at eventide, will probably make "Sweet Belle Mahone" the centre of attraction for tourists to the Western Shore when the Shore Railway shall have been constructed.

A somewhat roundabout means of communication between Boston, Bridgewater, Mahone and Lunenburg is afforded by the Nova Scotia Central Railway which, following the course of the beautiful LaHave River and the shores of several large lakes taps the Dominion Atlantic at Middle-town; and this railway affords the more direct route for passengers from the West by way of St. John and Digby. Necessarily, it is a great advantage to portions of the country through which it passes. But its usefulness is impaired because it does not touch the waters of the Mahone and because the hotels in Mahone are not so situated as to be suitable to tourists. Moreover, the train officials of the road are not popular. Certainly a baggage master who has to be addressed three times before he will deign to raise his head from his morning paper to answer a passenger's simple question concerning a matter relating to his department cannot be said to be "exceedingly courteous," and though he may be a good worker he is not a man that is calculated to attract custom to the railway or induce the travelling pleasure-seeker to come that way again. If the manager were to secure a "spotter" of mild manners and unassuming deportment, he might obtain some information concerning the conduct of some of his employes which he might use to the advantage of his railway.

It is but just to say that few of the train men of Nova Scotia railways forget that they are the servants of the travelling public, and the railway authorities and the people of Nova Scotia generally seem to have learned that the stranger who comes and goes and leaves his money among them, and takes away a good report of the country, is well worthy of consideration and care. "Tourist Associations" have been formed in several of the Nova Scotian towns, improvements are constantly being made in the hotels, the railways and steamships, the parks and flower gardens and such other things as are calculated to please the varied tastes of tourists. But as in Prince Edward Island so in Nova Scotia much remains to be done in this regard.

While Prince Edward Island has some attractions of which Nova Scotia cannot boast, Nova Scotia commands, by her high hills and lovely valleys, with rivers, lakes and cataracts and winding roadways opening up ever-changing and ever-pleasing prospects, many points of interest to the visitor which Prince Edward Island does not possess. There is, moreover, a picturesque quaintness about the slow ox-teams, constantly seen laboring in the fields or on the roads, which has long since been lost by us. The oxen are not yoked as oxen used to be yoked in this Province fifty years ago, by means of bows passing before the shoulders through a block of wood resting upon their necks. They are held together by means of a wooden bar made to fit close behind their horns and

fastened tightly to their foreheads with leathern thongs; and though their hearts may not beat as one their heads must necessarily move together. The patience, obedience and strength of these great brutes whose fortunes are thus linked together is really wonderful. Wonderful also is the patience of those who, in this fast age of horses, steam and electricity, are content to move at the oxen's pace over many miles of road and many acres of farming land. But a little reflection will show that horses could not be used to advantage, if at all, upon the steep and stony hillsides of the Nova Scotia farms and the rocky by-roads on the Western Shore. The farmers are therefore obliged to work their oxen; and, being so obliged, not many can afford to keep horses also. Every ox, is necessarily shod, and for this purpose is "slung up" in the forge while the blacksmith attaches a piece of iron to each half of the split hoof; and every ox wears a little tinkling bell which is heard in the fields and on the highways "from early morn till dewy eve" in proof of the plodding and continuous industry by which Nova Scotian forests have been conquered, and Nova Scotia farms cleared from stumps and stones, and tidy, well-built, comfortable homes established and kept in order all along this rocky shore.

WHICH WILL IT BE?

There is nothing new in the local political situation. The adjourned meeting of the liberal members takes place next Monday evening at eight o'clock, when the supporters of the rivals for the premiership will doubtless attend. It is said that neither Mr. Warburton nor Mr. Farquharson will give way to the other, and that a split is inevitable. But this we very much doubt, as both gentlemen are under obligations to the Dominion Government and neither will do anything that may hereafter embarrass Sir Louis and the party. Mr. Farquharson has a good job in the employment of his tug boat at \$25 a day under the Public Works Department, and Mr. Warburton has a snug billet as agent of the Minister of Justice. Neither of these patriots will make a split in the party and thus lose his job. The breach will be healed by one giving way to the other. The only question is, which shall it be?

THE WELLINGTON POST OFFICE.

SHORTLY after our Liberal Government came to office Mr. Fidele T. Arsenault was summarily dismissed from the position of postmaster at Wellington and a man named Blanchard appointed in his stead. Mr. Arsenault had held the office for many years; he had been exceedingly attentive to the duties connected with it; and he enjoyed the confidence of the whole community, for he was known to be an honest and careful man. But he was summarily discharged to make way for a friend of Mr. Perry, who had "worked for the success of the Liberal cause." We are not greatly surprised to learn that this "friend," on whose behalf the "spoils system" was employed, has suddenly closed his place of business and "left for parts unknown" without having given notice to the post office department. Mr. Brecken is fortunately now in the West; and it is expected that he will at once make some temporary provision for the distribution of mails depending upon the Wellington office.

We guarantee every pair of kid gloves we sell. It makes no difference what the price, we guarantee them all. See ad.—Moore & McLeod.

When the snow flies 'twill make your cash fly to get provided with blanket warmth—unless you're quick to take advantage of this sale.—Jas. Paton & Co.

Tables

Long and Short, Wide and Narrow, Big and Little, High and Low, Plain and Fancy; Square and Round, Maple and Bamboo, Brass and Oak, Cheap and Good.

Mark Wright & Co., Ltd

HOME MAKERS.

For the first week in October the earnings of the Canadian Pacific railway exceeded those for the corresponding week of 1896 by \$291,000. For the week before that they showed an increase of \$255,000 over the earnings of the last week of September, 1896. These gains are altogether due to increased traffic, and not to increased freight rates, which on the whole are probably lower than they were last year. The road is earning so much more because the country has so much more stuff to ship than it had last year. Days are shortening, nights are getting cooler, and a pair of these soft fleecy blankets will add much to the comfort of sleep. See our blanket offer. Case of comforts on the way that will make comfortable and pleasant buying.—Jas. Paton & Co.

Golf and foot-ball goods—The foot-ball season has its kick off, and the golf links are already smacking. Good weather this for sport, and good and ready stock of sporting goods here of the very properest sort. Fine stock of foot-ball jerseys, sweaters and golf stockings, Prince of Wales and St. Dunstan's colors to hand.—Jas. Paton & Co.

After all is said that can be said there remains so much unsaid that nothing short of an inspection will do our underwear for boys. A counter full of all sizes at a big discount. Lindersand drawers slightly soiled outside edge where they were folded.—Jas. Paton & Co.

Notice to Shippers.—We have a large stock of produce, receipt books for oats, potatoes, and blank, at lowest prices. Orders by mail promptly attended to.—Geo. Carter & Co., Stationers, &c., &c. Charlottetown, Oct. 20th, 1897.

Two hundred pants 101, ht very low, now selling for \$1.50; good heavy tweed suitable for fall and winter.—Prowse Bros. 245-31

Impossible for us to describe the wonderful value shown by us in ladies' jackets and capes. You must come and see the styles.—Prowse Bros. 245-31

Gay & Son, Cedars, Charlottetown, are connected by telephone. Shippers, hotels or private families, requiring vegetables should have their prices. Their stock includes celery, cauliflower, cabbage, carrots, beets, parsnips, onions, squash, pumpkin, beans (for baking) game, etc. 135 1/2 245.

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"SIDMOUNT."

The beautiful residence of the Hon. F. Peters for sale or to let. This property comprises 20 acres excellent land, with large and commodious dwelling house, and outbuildings, all in good repair. The house is fitted with modern improvements, having hot and cold baths and heated with hot water, and lighted with electric light. The grounds are beautifully laid out and planted with ornamental trees. If not sold by private sale, it will be sold by auction on Tuesday, the 9th day of November, at 2 o'clock p. m.

One driving mare, one superior cow, carriages, sleighs, robes, harness, farming implements, and a lot of hay and straw, etc., etc. The extensive sale of superior furniture will take place the following morning at 10 o'clock.

R. BEARISTO, Auctioneer.

GREAT CLEARING OUT SALE SUPERIOR FURNITURE.

For Sale By Auction

I am instructed by the Hon F. Peters to sell by Auction at his residence, Sidmount on **WEDNESDAY, 10th NOV.,** Next, commencing at 10 o'clock, a. m. All his household effects comprising Superior Piano, Drawing Room, Dining Room Hall, Bed Room and Kitchen Furniture.

Terms cash. R. BEARISTO, Auctioneer.

oct 20

JAMES PATON and his company,
A firm south side Queen Square,
Make good Dry Goods a specialty;
Especially Women's Wear,
Sicques, Hats and Dresses, Gloves and Hose,
Plain, Fancy, Short or Tall
A lady may be dressed complete
To go to Church or Ball,
Or if she thinks her house requires
New Carpets on the floor,
And Window Curtains, Blinds or Shades,
No other Dry Goods Store
Dare offer her as good a trade,
Cheap though some claim to be,
Or if they sell to some as cheap,
More pay full price you see.
Paton can sell Men's Clothing too,
And fit them every time.
No other Dry Goods store in town,
You bet can sing this rhyme.

KLONDYKE

Has caused the greatest gold excitement of the century, and many companies have been formed in Canada, the United States and Great Britain, which INTEND to send parties to explore these marvellous gold fields.

THE MONTREAL RED MOUNTAIN GOLD FIELDS CO., Limited

Does not intend to send an expedition, but has already done so, and it, therefore, has a splendid opportunity to locate claims long before the great rush of next year.

This is the Last Opportunity to obtain interest in a Company that has already accomplished something.

The issue of stock at \$15.00 per 100 shares, absolutely free from liability, is being rapidly sold.

Send in your application for shares, with first installment of \$5 per 100 shares, at once, balance payable in two equal monthly instalments.

FILL IN AND SEND TO THE BROKERS

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I hereby subscribe for..... shares
15 cents each, amounting to..... dollars
and enclose..... dollars, being one third of the amount, balance payable as stated.

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