

# St. Andrew's Tea.

This tea will take place on TUESDAY, the 25th inst., on the grounds near the church.  
Tea on the tables at 12 o'clock.  
Saloons with temperate drinks and many other delicacies on the grounds.  
A good dinner also provided.  
Games and amusements for all.  
Everything first class.  
Should the weather prove unfavorable on the 25th, the tea will be held on the next fine day.

Special train will leave Charlottetown calling at intermediate stations, at 10 a.m., local time, returning after the tea.  
The following are the train arrangements and rates.

STATIONS.	FARES	TRAIN DEPTS.
Charlottetown	45c	9 00 a.m.
St. Dunstan's	45c	9 05 "
Cemetery	45c	9 10 "
Royalty Junction	45c	9 15 "
Union	45c	9 20 "
York	35c	9 25 "
Bedford	30c	9 38 "
Tracadie	20c	9 45 "
Scottsfort	15c	9 52 "
Mt. Stewart	5c	10 00 "
St. Andrew's	arrive	10 05 "
Pisquid	10c	
Pease	75c	
St. Peter's	35c	
48 Road	35c	
Point	35c	
Cardigan	45c	
Bennett	45c	
Georgetown	60c	

Passengers from stations on the Georgetown Branch go and return by regular trains.

FARES	
Souris	75c
Harmony	60c
New Zealand	60c
Bear River	60c
Rollo Bay	45c
Selkirk	45c
Ashton	45c
Five Houses	45c
St. Peter's	45c
Midgell	35c
Marie	30c
Morell	25c
Lot 40	20c
Dundee	15c
Douglas	10c

Passengers between St. Andrew's and Souris go by regular morning train and return by regular evening train.

MICHAEL FEEHAN, Sec'y  
St. Andrew's, July 3rd, 1899

**More than 2000 Families in Halifax and Dartmouth use Sunlight and Lifebuoy Soaps**

exclusively in their homes, and all say they would not have any other kinds.

This information is correct having been gained by competent and trust-worthy advertisers, leaving samples at every house and making careful enquiries.

These families never knew what pure SOAPS meant, until they tried SUNLIGHT and LIFEBOUY.

Why should not others learn and be healthier and happier for the learning.

Price is only 5c for large twin bar.

Wanted

One hundred men to work on Sewerage. Only good men retained.  
T. A. MAC LEAN  
For Sale or To Let.

That very desirable three story brick building, situated on Dorchester Street, near corner of Queen.  
This is one of the finest business stands in the city, with frost proof cellar, good shop, office and 15 large airy rooms.  
There is also on the premises a good stable.  
Terms moderate.  
For further particulars apply to the owner.  
MRS OWEN CONNOLLY,  
Connolly House, Esplanade  
Gas and electric lights.

# THE DAILY EXAMINER

JULY 24, 1899.

## GERRYMANDER, AGAIN.

THE Guardian this morning adopts a tone of superiority, and deigns to instruct THE EXAMINER concerning the constitution of Canada. As THE EXAMINER never said or implied that Parliament had not power to pass a redistribution bill at any time, our contemporary's labor upon this point was gratuitous and unnecessary. Of course the Imperial authorities would not permit every such outrage or unconstitutional measure to go into operation. For instance, the example supposed by THE Guardian is impossible. THE Guardian says:

"We will suppose, for example, that the present parliament had chosen to increase the representation during the present session by 20 per cent. The Parliament has the specific constitutional power to do this. An addition of one-fifth to the membership would give to Quebec 78 members instead of the present 65, and to P. E. Island six members instead of the present five."

The Guardian ought to know that the Parliament of Canada cannot do this, because it cannot add one-fifth to the membership of Quebec. The British North America Act specifically states that:

"Quebec shall have the fixed number of sixty-five members."

Until an amendment of the British North America Act in that regard shall have been passed by the Imperial Parliament, the membership of Quebec cannot be increased by the Parliament of Canada; and therefore THE Guardian's "example" goes for nothing.

This extraordinary slip of the Guardian apart—the question is: Did the Senate do right or wrong when it declined to pass the Redistribution bill of this year? That the Senate has the right to reject as well as to accept a redistribution bill is admitted; and that the bill was contrary to the spirit of the constitution, which provides for decennial redistributions, is beyond doubt. Moreover, it is to be noted that the framers of the bill did not contemplate an increase of constituencies or members; and consequently THE Guardian's contention in that regard is beside the mark. But THE Guardian contends that it was not a gerrymander; and this is the sole ground upon which the Senate's action can properly be called in question. That the redistribution bill was a gerrymander we maintain; and for proof of this proposition we call attention to its provisions for this Province, with the conditions of which all our readers are familiar. This Province elects five members; therefore it is impossible to make an equal division according to its counties. But the bill, nevertheless, restores representation to the counties,—giving Prince and Queen's two each, and King's but one! There was no necessity for this injustice. Single ridings continue to be the rule in other parts of Canada, and this Province is now divided, for the purpose of electing members of the House of Commons, as fairly and equitably as may be. There is but one reason, for the proposed change, and that reason, everyone sees, is that the Liberals would have obtained an unfair advantage in this Province if the bill had been passed. Again we say only Liberals who are prepared to do that which is unjust for the furtherance of their party ends will condemn the Senate's action in defeating an unjust measure which would, if passed, have been a precedent for the redistribution of the constituencies of Canada at any time the interests of the party in power might seem to demand a change.

## THE COMING YACHT RACE.

THE coming race for the American Cup at present monopolizes conversation in yachting circles everywhere; and the trial races of both the Shamrock and the Columbia have been the subject of much speculation. The Shamrock appears to be much faster than anything ever built in England. But whether she will be fast enough to win the cup is a different question. It seems to be generally agreed that the Columbia is not much more than five minutes faster, in the thirty miles, than the Defender, the yacht that outsailed the Valkyrie III in the last race. It is also said that the Defender is about fifteen minutes faster than Britannia;—so that the Shamrock would have to be more than twenty minutes faster, on a thirty mile course, than the Britannia to be able to beat the Columbia.

In the trial race, last Wednesday, the whole course was not sailed. But it is reported that in the first five miles the Shamrock gained five minutes on the Britannia. Of course nothing definite can yet be told as to how fast the Shamrock will sail in America, as the conditions on this side of the Atlantic are altogether different from those in England. It is conceded by many Americans that the coming race will be the tightest and most interesting competition seen in a long time. They hardly hope to take the race in three straight heats,—although of course they are still confident that they will win.

## NOTES AND COMMENTS.

—The mortality statistics show a great improvement in the health of Santiago de Cuba.

—The eleven millions a year added to the expenditures of Canada are equal to \$55,000,000 in five years. Comes dear, this Government by the Liberals.

—Mr. R. L. Richardson, M. P., says that "the Senate saved for this country a kingdom of what is known as valuable mineral lands." Yet the party of which Mr. Richardson is a talented and distinguished member is agitating for the destruction of the Senate's independence.

—Something of the old spirit flamed out in Sir Richard Cartwright a few days ago when he exclaimed in the House of Commons: "England owes Canada much more than Canada owes her." Sir Richard ought to know by this time that this is not a spirit to be cherished.

—W. T. R. Preston is reported to have signified from a distant point his readiness to stand any amount of investigation. THE Halifax Herald remarks that Premier Laurier did something of the same kind when Mr. R. L. Borden made his motion regarding the West Elgin and Brockville cases; but now Premier Laurier has got his committee-men to refuse to admit the most material and important evidence.

—In our necessarily hurried report of the Tignish Centenary, several errors of omission and commission occurred. For instance, we should have said the banquet took place at the Convent de Notre Dame instead of the Presbytery. In Father Burke's article on Tignish, many obvious typographical errors occur, some of which are traceable to L'Impartial, whence we took it, and which are there corrected by an errata which we overlooked. The dates, names, and facts, are, however, all right,—except where we printed Richard for Pichard, as the name of the first parish priest at Tignish. The reverend gentleman will excuse us if his classical sentences are sometimes mutilated.

—Mr. Scott remarks: "The process of shortening the Prince Edward Island railway, if not very rapid, is quite expensive. Mr. Blair has made one change which shortened the road 3,281 feet, and has required a construction of 1,819 feet of road. According to Mr. Blair he has reduced the sharpest curve from 9½ degrees to 9 degrees, but the grade is a little heavier than it was before. The cost of the change is given by Mr. Blair at \$25,000, which is

# The Atlin Mining Co'y., of Ontario

## LIMITED OFFICERS

JOHN TORRANCE, Jr Montreal President  
WILLIAM MOORE, London, Eng. 1st Vice Pres.  
BANNEL SAWYER, B C L Secretary  
W. W. MEACHAM M D Kingston Ont 2nd Vice Pres  
J. B. CLARKSON, Montreal Treasurer

Capital: \$400,000, divided into 1,600,000 shares of a par value of 25c each.

Incorporation: Working under the Ontario Company's Act, non-personal liability.

Treasury: Fund 600,000 shares from the sale of which development funds will be received and expended in placing the mine on a dividend paying basis.

Mine: The mining location which it is the special province of this Company to develop, is known as the "SIRDA OF THE MANITOUC." It is technically known as the H P 259 location, and lies in the Rainy Lake Mining District of Ontario.

The Vein: Is 4 feet wide at the surface or wider and the width increases as the shaft is sunk, until at a depth of 45 feet it is about 7 feet across.

Work: In addition to surface prospecting and tracing the vein over the property, a shaft has been sunk to a depth of 45 feet, and a contract has been given to sink 30 feet farther and to drift for 60 feet on the vein. When this is completed further and permanent development will be arranged for.

Mill Test: Eighteen tons of ore from the dump were milled and the gold returned at the "Keewatun Reduction Works" which went \$9.60 to the ton. Five hundred pounds from the paystreak was put through, which went so heavy in gold that extra quick silver had to be put on the plates to catch it all.

Concentrates: These were only partially saved, but we have one thousand pounds on hand which we sampled and had assayed by Professor Donald which showed \$153.09 to the ton. If all the Concentrates are as rich as this, the whole cost of operating the mine can be paid from them alone, leaving the free milling gold for dividends.

Assays: By Milton Hersey, Esq., B.A. Sc., Consulting Chemist of the C P R of Montreal, average sample of dump (not knowingly putting in any of the pay streak, which was carefully sacked, as it was extracted from the shaft) went \$54.19; also samples from the bottom and sides of the shaft went \$72.00 to the ton.

By Professor Donald, M A, Professor of Chemistry Bishop's College, sample taken from the pay streak, went \$1,585 05.

By various persons the following results were obtained: \$14, \$39.60, \$615.

Plan of Operation: As soon as the work now under contract has been completed, our plan is to erect a two stamp mill in such a way that eight more stamps can be added later on, when the mine is sufficiently developed to supply ore rapidly enough to keep that number of stamps going night and day.

Output: Would be more than enough to keep the two stamps going, when we would be able to see and prove the value of our mine and we would also receive money steadily from the ore to help pay for development, thus rendering it unnecessary to sell many Treasury shares and enabling us to command a better price for them when offered.

Profits: The total cost of mining this ore need not exceed \$2.50 per ton, and estimating it at \$20.00 there would be a yield of \$18,000 per month, crushing 30 tons a day.

Gold Bricks: We expect to have our first gold brick in Montreal within 6 months from 1st June.

Shares: We are offering 100,000 Treasury shares at 15c, payable ½ cash, ¼ in 60 days and ¼ in 90 days. Those who wish to pay in full at time of purchase may do so and receive their script at once.

Conclusion: From the results already obtained, we think we are safe in saying that this is one of the best and most promising investments in sight, and we believe that large profits will be made from such investment in a very short while.

## ENGINEER'S REPORT

WASHINGTON, Ont., 28 Dec., 1898

Made by Mr. Hugh D. Alston, of the Neepawa Mine, Ontario, late of London, England.

BANNEL SAWYER, Esq., Montreal, Que.

SIR:—In accordance with your request by telegram dated Nepean, 22nd Dec., I now beg to hand you report on "Sirda" Mine, better known as "Swede Boys."

Locations and Means of Communication: The property contains 67 acres, more or less, situated on the upper Manitou Lake, in the Rainy River District of Ontario, it is distant about seven miles from Denmark at the head of the lake, and about thirty-three miles from Town of Wabigoon, a station on the main line of the Canadian Pacific Railway. At both points there are stores where nearly all necessary supplies can be obtained at reasonable cost. Communication is carried on during the winter by horse and sleighs and in summer by steamboats, with the exception of seven miles over a Government road.

Shaft and Lode: The shaft is down 45 feet and timbered for about 10 feet and from there down it is about 6x8 on a slight incline partly following the hanging wall.

The vein is exceptionally well defined and regular, and it is a "fissure" vein of a "banded" structure, it shows the full width of the shaft—this would make the vein over 7 feet deep.

Mill Sites, Timber, &c. There is a very favorable mill site East of the shaft, on the Lake Shore, and as the ground rises towards the shaft, ore could be supplied to the mill by gravity tramway at small cost.

There is a large quantity of dry timber on the property sufficient for fuel requirements for some time to come; building logs and mill timbers can be obtained adjacent to the lake.

Recommendation. Considering that this location is so favourably situated for mining and milling, and judging from the character of the vein and quality of ore exposed in the shaft, I am of the opinion that this location will develop into a very valuable mine on a comparatively small outlay, and have no hesitation in recommending it as a sound investment.

Yours faithfully,  
HUGH D. ALSTON

Application for shares should be made to the secretary

BANNEL SAWYER B C L Temple Building MONTREAL

equal to \$70,000 a mile. Mr. Macdonald of P. E. Island says the cost is ridiculously in excess of what it ought to be, and offers to guarantee that if the rest of the work is let by contract it will be done at one-third of the amount. It is suggested that this particular job was performed in Mr. Davies's riding by day's work, spreading over two or three years and was kept going to give employment to party friends. Naturally it came high. At this rate it will cost three times as much to straighten out the curves of the island railway as it would to build a new line from one end of the island to the other.

Moonlight sail on steamer Princess tomorrow evening will be properly conducted. Limited number of tickets only will be sold.—See advt. for particulars.

**Moonlight Sail**  
—AND—  
**STRAWBERRY FESTIVAL**  
TO-MORROW NIGHT

The young people of St. James' Church intend holding a moonlight sail and strawberry festival on

**THE STEAMER PRINCESS**  
Tuesday evening, July 25th, proceeds in aid of Boy's Brigade. Tickets can be procured from Mr. Fullerton, Harry Stirling, Ernest Coffin, W A Martin and W A Stewart. Price 30c each. Positively no tickets sold at the wharf. If the evening is unfavorable the sail will take place next fine evening or money refunded. The congregation are requested to secure tickets immediately as only a limited number can be sold. 82nd Battalion Band in attendance.

The flight from Egypt was not more thorough than is the flight of vermin from

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CHARLOTTETOWN

At Last  
A Bed  
That Will  
Not Sagg

**HERCULES**  
Wire Beds

Wanted to heaven on flowery beds of ease? No, you would be that if you sleep on Hercules Springs, but you will be wanted to the Land of Pleasant Dreams and will rise each morning, thoroughly refreshed and feeling like a new creation.

We have been testing this mattress for the last two years and being satisfied that they are ten times better than the ordinary style wire mattress. We have secured the entire control of this bed for P. E. Island—They cost no more than other beds, and if you test one you will readily discover the difference.

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