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AT 8 O'CLOCK

Under the Patronage of His Honor Lieut.-Governor and Mrs. McIntyre and His Worship the Mayor and Mrs Warburton.

1. Piano Solo—(a) "Graziella" by Kane (b) "Tartantella" by F. Thorne Miss Amy Moore
 2. Reading—"The Forty Nine Cent Store," by Josiah Allen's Wife. Miss Davies.
 3. Song—"The Dear Home Land"
 4. Reading—(a) "If We Only Knew," by Cherie. (b) "You Never Can Tell," by Ella Wheeler Wilcox. (c) "A Star Can Never Fail." Miss Davies
 5. Song—"The Deathless Army," by Truter. Miss Wilfred Cotton
 6. Reading—"Baby and I" Miss Davies.
 7. Violin Solo—"Hungarian Fantasie," by Harry Calton. Mr. Vinnicombe
 8. Reading—"Dikon's Dog," by Dorothy Lundt. Miss Davies
 9. Song—Recitative and Aria from Il Trovatore. Mr. Charles Earle
 10. Reading—"Un Beau Ideal," H C Bunn. Miss Davies
- Admission 25c. Tickets for sale at all Drug Stores.

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H L CHIPMAN, W W CLARKE,
Supt, Halifax. Agent

THE DAILY EXAMINER

SEPTEMBER 27, 1899.

NOTES BY THE WAY

Leaving Charlottetown at seven o'clock in the morning we are safely landed at Pictou at eleven. Several of us have paid small tribute to Neptune. But for the most of us the passage has been pleasant. We land in good spirits to find that four solid hours must elapse before the train leaves for Halifax. There is nothing for it but to register for dinner at one of the hotels, see the sights of the town and note the improvements. Pictou is beginning to look up. Its biscuits go further than ever; and the Nova Scotia boot and shoe factory is flourishing under the able management of Mr. McKinnon. But hope and expectation are just now centred upon the smelting works to be erected at the eastern side of the town near the entrance of the harbor. After one has taken stock of all and even climbed to the top of the hill to see the new academy and enjoy the magnificent prospect upon which Pictou looks, there are still weary hours of waiting and wandering about the wharf and station before the train leaves for Halifax. Four hours and a quarter—just think of it! This is schedule time, too; and the route is the one taken by all travellers to and from Prince Edward Island by way of Halifax and Yarmouth, as well as of all who have anything to do with Nova Scotia. It really seems that if our "business is business" government cannot make a closer connection for P. E. Island passengers by way of Nova Scotia, the Steam Navigation Company will have to arrange next summer so that the Princess will leave Charlottetown at nine or ten o'clock in the morning instead of at seven. If the Mountain won't come to Mahomet, Mahomet must go to the Mountain! To be rousted out of bed at five o'clock in the morning so as to have time to prepare for the journey and breakfast and take the steamer at seven and then to be compelled to wait for four hours and a quarter at Pictou, in the heat of the day,—this is what live tourists and men on business will not put up with. The schedule must either be changed or the steamer will lose much profitable trade while those who are compelled to travel to and from P. E. Island by way of Pictou will be incommoded.

As the Midland Railway between Truro and Windsor, connecting with the Canada Atlantic, will be ready for service next spring, and as there will then be direct connection with the United States by way of the Annapolis Valley and Yarmouth we may expect a large increase of tourists and business travel by that route if only we have close connection at Pictou. Truro has already, this season, felt the pressure of the greatly increased trade which Cape Breton enjoys as a result of railway extension, first-class hotels and mining manufacturing and business enterprise. The station accommodation at this important centre has been found wholly inadequate to the requirements of the present traffic. A new enlarged and improved station is needed at Truro; and when Colchester County shall be represented in the House of Commons by an influential man—as for instance by Dr. D. H. Muir—such a station will, without doubt, be provided.

The closeness of Truro and other Nova Scotian towns to our farmers' province, seems to be a good reason why these towns should draw upon us for the larger part of their food supplies. But this is not the case. We learn that Ontario sends them quantities of pork, beef and other articles which we can produce just as cheaply and which, naturally, we ought to supply to better advantage than our

big distant competitor. Our farmers ought not, upon any account, to permit their products to be undersold in the markets of the neighboring Maritime Provinces by those of Ontario. The markets of New Brunswick, Nova Scotia, Cape Breton and Newfoundland are our nearest and our best. They are beginning to extend more rapidly than ever. Consequently the importance of holding them is the greater. If our means of communication by steamer and rail are not in every way satisfactory, the influence of our Board of Trade and our representatives in Parliament should be actively extended to that end; and if our farmers are not up-to-date in their methods of culture and production steps should at once be taken towards improvement. It is not creditable to the people of Prince Edward Island that enterprising men in Ontario are reaping the bulk of the profits of trade with the Maritime Provinces in respect to such things as fat pigs and cattle, alive and dead.

AFTER MANY YEARS.

It has at last dawned on the timid mind of the would-be Attorney-General now representing Murray Harbor that the Belfast and Murray Harbor Railway needs a cross section by way of Montague Bridge to accommodate Lots 59, 61, 63, Caledonia, etc. Though a little late Mr. McKinnon should not be discouraged. The bill prepared by the Conservatives in 1896 provided for this cross section. It took only three years to have the necessity for such cross section dawn upon Mr. McKinnon!

A TERROR-STRICKEN MINISTRY.

(St. John Sun.)

The Liberal Government of Prince Edward Island is in a chronic condition of panic. The general election took place in July, 1897, when the Peters government was sustained by a small but sufficient majority. In October of that year Hon. Fred Peters resigned his office and the premiership and removed to British Columbia. He has resided in that province ever since, but still holds his seat in the Prince Edward Island legislature. The seat would have been declared vacant at the last session had he not hurried to Charlottetown to sit one day in the House. Mr. Peters does not hold the seat on his own account. He does not intend to leave British Columbia. The seat is held by him because his former colleagues are afraid of a by election, and he is disposed to do them a good turn for old acquaintance sake.

No successor has been appointed to Attorney-General McDonald, who some three months ago was made a judge. The man who is made Attorney General must secure a seat in the legislature, and this is so difficult a matter that the province is obliged to pull through without such a law officer. Neither has anything been done towards filling the seat in the legislature which Mr. McDonald occupied.

This timidity of the Island government is perhaps excusable, in view of the by-election record. In July of last year Mr. Warburton, who succeeded Mr. Peters in the premiership, became a judge. He had been elected by a handsome majority, but the Liberal who was nominated to succeed him as member for the first district of Queen's was easily defeated by Mr. Campbell, a Conservative. Afterward when Mr. Bell, another Government supporter, resigned to run for Ottawa, the government was able to hold his riding, but the majority was reduced. A third vacancy occurred more recently in West Prince, where the previously successful government candidate was ignominiously beaten. These successive defeats, coupled with the fact that Premier Farquharson is showing such abject fear of the electors, have strengthened the opinion that his ministry has not long to live.

—It is significant, says a correspondent, that Hon. Geo. Forbes, Dr. Robertson, of Montague, and D. A. McKinnon, Esq., M. L. A., are pulling for a railway route, all in different directions, but all for the same purpose, to catch votes.

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Monday Evening Next

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Rogers and Rogers large graphophone which was operated in Summerside on Friday night last to the delight of an immense audience, will be operated during the evening at our Millinery Opening at our store.

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What kind of a boot you will get for fall wear. We cannot crowd all our different styles of boots into the window—just drop in and say I want to see that boot at such and such a price. The rest is easy at

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