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WANTED—Competent cook in a small family, where another servant is kept. Apply to Miss Alley, Prince St.

TO LET—A house containing five rooms, situated on King Street, back of Merchant's Bank of the Island. Apply at the office of L. L. Bell.

LIGHT BRAMS WANTED—Any person having Light Brams for sale may find a purchaser by addressing THE EXAMINER office.

# THE DAILY EXAMINER

SEPTEMBER 29, 1899.

NOVA SCOTIA EXHIBITION :

SIR CHARLES TUPPER

Though foggy, rainy, muddy, and generally disagreeable, Wednesday last has been, so far, the most successful day of the fair; and the great attraction was Sir Charles Tupper, the veteran, and (as the event proved) highly popular Leader of the Opposition. The overcrowded cars leading to the exhibition grounds, the cheers and long-continued applause with which he was received when he arrived and when he rose to speak, showed in a manner that could not be mistaken that Sir Charles is firmly entrenched in the hearts and the minds of the mass of the people among whom he was born and bred and has been developed into the patriotic and virile statesman who has done so much towards the organization and prosperity of this great British nationality of the North. His speech to the multitude was plain and practical, and his voice, clear and penetrating, reached every part of the grand stand upon which the people were assembled. After giving his impressions of the exhibition, and contrasting it with the exhibitions of other days, Sir Charles said:—

In my judgment it is greatly to be deplored that my friend the president stipulates that no political question shall be touched upon. I say that politics, properly viewed and properly regarded, not from a partisan point of view, but as a means of promoting the progress and prosperity of a country and a people, is, with the sole exception of that of the church, the very highest subject of all subjects that can obtain the consideration of either men or women.

I want to avail myself, on this occasion, of the opportunity of enlisting the public mind, not of one party or another, but the public sentiment of the country, in what I consider fraught with the most vital importance to the progress and prosperity of Canada, and I may say especially of this province of Nova Scotia; I refer to the Fast Atlantic Service. I say no man can regard the present state of things,—no intelligent man, whatever his politics—can regard the present condition of things with any feelings other than great humiliation. When he considers that here in the city of Halifax, and still more, in the Island of Cape Breton, if you want a letter to reach your correspondent in Great Britain, or in the continent of Europe, in the shortest possible time, you have to send it to the city of New York, which is 600 miles more distant from England than Halifax and 800 from Cape Breton. That the Dominion of Canada should be dependant upon a foreign country for the transmission of all its mail matter that it wishes to reach its correspondents in England in the shortest time is a humiliating position which I trust, at no distant day, will be remedied and changed.

But there is another feature connected with the Fast Atlantic Service; perhaps more important than the carriage of passengers and mail. We know that nature has placed us here in the fore front of this continent; we know that with steamers of the same capacity running between New York and Europe and England, we could deliver the mail in the city of New York twenty-four hours earlier from the city of Halifax than they could by going direct to Europe from New York. But there is another, a more important feature of this Fast Atlantic Service, and that is that part of the contract with those who, if it had been carried out, if they had not been obstructed, would have had that fast service running to Halifax in winter and Quebec in summer, a year ago on the first day of last May. (Cheers.) Part of that contract—and there were men of enormous capital and able to do anything they contracted for—obliged them to furnish whatever cold storage the government required, and cold storage of the highest and best and most modern description, and by which you would place in the fittest condition, with the shortest possible time, the products of the agricultural industry, on the tables of Great Britain, this would in my opinion,

have been of incalculable benefit. What has cold storage done for the United States? They have local depots, they have cars adapted to carry products from the local to the central depot, to put on board ship and from the shipping point, where the articles are produced, to the time the articles are delivered to these articles are same kind in England, from anything like deterioration. What has been done not only for the United States of America, who have gone away ahead by the magnificent outlay they have made not only in their ships but local cold storage arrangements? I say that no subject is better entitled to government aid, government enterprise and government support than furnishing the great agricultural industries of this country with the best and most admirable means of utilizing the cold storage system.

I draw your attention to that as a practical question. What has it done for Australia with 17,000 miles of sea to encounter, where they have to run through an equatorial climate? They have been able to capture a market for all the butter they are able to manufacture in the United Kingdom. Compare it with the position you occupy. I draw attention to this as one of the things, whether Liberal or Conservative, friend or opponent of the present government, one and all, can join in enforcing on the government the vital importance of the great agricultural industry of this country not being in the dependent position in which we are in regard to mail and passenger communication, and urge them to adopt that system which will give the best and most satisfactory results in regard to cold storage. (Applause.)

Compare this great exhibition today with that of 1854, 45 years ago only. Had any man ventured to tell the commission 45 years ago that to-day you would have the products of the great Northwest of Canada and Manitoba placed before the exhibitors of Halifax in three days time, they would have laughed you to scorn, and very naturally so. The result of the confederation of British North America has been to make Canada a nation. (Applause.) There is no part of this great confederation that has—not looming in the distance but right upon its threshold—more evidence of unbounded prosperity than the province of Nova Scotia.

I have referred to the Fast Atlantic Service, but I have not told you what I am able to tell you, that her majesty's government were so impressed with the importance of drawing this great Dominion of Canada nearer to the mother country by every means in their power; that her majesty's government agreed to give \$375,000 per annum, for ten years to establish the fast service to Halifax in the winter and Quebec in the summer. I want to show you that not only have we attained the position of a nation—a fact sufficiently important to attract the aid, co-operation and pride of the mother country—but they stand ready to aid us in advancing these great works of progress.

I need not tell those who will look at the statistics in regard to coal exports for Nova Scotia, of the progress we have made. When I remind you that in 1878 all the coal sales in the province of Nova Scotia amounted to 693,000 tons and that the sales in 1898 had risen to 2,135,397 tons. I need make no other remark on the strides of progress Nova Scotia has taken. And when I tell you, when I point to those figures, that they are insignificant compared to the figures that will result in a few years more, when under the policy adopted last session of extending the bounty on iron, six millions of dollars are being to day expended in the province of Nova Scotia to build up a great iron industry, an industry not only important to the Island of Cape Breton but to the iron industry of the world. In my judgment, within five years, probably in a little over three years, you will find the whole current of the iron traffic changed; you will find, instead of Nova Scotia and Canada being dependant upon the iron industry of the United Kingdom, the iron masters of England will be sending to Nova Scotia to import pig iron and to supply the necessities of that market. The moment pig iron can be exported profitably to England, it will follow, in my judgment, as day follows night, that the adoption of iron and steel ship building in the province of Nova Scotia will result. I may not live to see it, but my younger friend here, (Mr. Longley), will live to see the day when Nova Scotia will become as famous for the construction of iron and steel ships as she was in the olden days for wooden ships.

When I tell you, ladies and gentlemen, that Great Britain, that great country of which all of us are so proud and to which we owe our allegiance today (cheers) is

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You will agree with us that volume is the powerful lever that rules the mercantile world to-day. With this mighty fact before you it is not consistent to believe that a small stock can, in any way possible, give you the many advantages that accrue to you in selling the—

## “SHOREY” Brand Clothing

We are now handling the largest volume of business in the history of our career, at comparatively little or no increase in expense. The larger the volume the smaller the comparative expense; consequently this method reduces the cost of our product to a minimum, and places us in the powerful and enviable position of Dictators of the Lowest prices for the Highest Standard Ready-to-Wear Clothing

# J. PATON & CO

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compelled to import no less than a hundred million pounds sterling worth, much more than that, of bread and meat for the consumption of her population, every year, you can see what unbounded field there is for progress and prosperity for the whole of this great Dominion, so capable of furnishing that which they will require. What do the statistics show? They show that 33,000,000 bushels of wheat, most of it high class No. 1, were raised this year in the province of Manitoba. The grain crop was over 62,000,000 in that little province alone.

One thing I may say, because it is not a question of partisan politics, the means by which this great Dominion and this province of Nova Scotia, standing here at the point nearest to the mother country, may capture and take a prominent part in that great trade of supplying the mother country with the bread and meat it requires, is the adoption of the policy of preferential trade. When Hon. Joseph Chamberlain pointed out to a body of electors, whom he was addressing in Great Britain, the fact that Canada, Australasia and South Africa, 11,000,000 of people, consumed more of the products of British industry than France, Germany and Russia, with 220,000,000 of people, there is a fact that shows that the best means of producing the unity of the empire, the best means of achieving, capturing and occupying to a great extent, that great market, is to be found in that policy of preferential trade, which will give to the colonies of the mother country, a position higher and better than that which is given to foreign countries.

If you look at Canada, take its area, its coast, its fisheries, its soil—I have shown what the soil of Manitoba can do, you know what can be done in apple culture, and in dairying in the province of Nova Scotia—take the forests, the minerals, and you have a country which cannot be beaten on the surface of the civilized globe. (Prolonged cheers.)

The men of the north, as everybody knows, and history proves, are the men who govern the world, in competition with those of warmer climates. Canada produces—and in no part of Canada does that hold more true than in Nova Scotia—as brave men and as fair women as can be found the world over.

I do not intend to detain you by giving you the facts and statistics that have established the progress that Canada is making; it has reached a point when it is

(Continued on page 5.)

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For Calendar and Blank form of Applications or admission apply to DR HIND Secy, W S U

## Str. CAMPANA

The Str. Campana will return from Pictou to Charlottetown, on Saturday, 30th inst, and will leave for Montreal early on Monday morning, instead of Monday evening as heretofore.

CARVELL BROS.,  
Sept 27— Agents

# Millinery Opening

# ANNOUNCEMENT

## Monday Evening Next

OCTOBER 2nd 1899, FROM 8 P M TO 10 P M

This will be our third fall MILLINERY OPENING, and we are endeavoring to make it such as will excell any previous efforts. We are the MILLINERY LEADERS and we are bound to keep up the good reputation we have gained and held so long

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.

POSITIVELY NO GOODS SOLD ON THAT NIGHT

# F. PERKINS & CO.

—CH'TOWN—

## Everybody

needs reading matter and stationery. We carry a large assortment of both. When in need of anything in this line call at 145 Queen St., where you can procure goods at the right prices.

**CHAS. J. MITCHELL,**

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WANTED—Traveller or Broker for Montreal Wholesale Wine and Spirit House, to travel Lower Provinces, must have experience and be well recommended by the trade generally. Address "Broker" care A McKim Co., Montreal.

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When you can buy girls' nice Strap Slippers and Laced Shoes; also Children's Buttoned and Laced Boots for

**50cts PAIR**

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Is afforded to those who buy and sleep on the

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Our stock of stuff mattresses—in mixed, a lincol—mo s—hair, etc., is a large one and the prices are ight as usu a

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