

The Daily Examiner.

TERMS:—FIVE DOLLARS A YEAR.

This is true Liberty, when Free-Born Men, having to advise the Public, may speak free.—EURIPIDES.

SINGLE COPIES TWO CENTS.

NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, FRIDAY, JANUARY 29, 1886.

VOL. 18--NO. 57.

The Daily Examiner

is issued every evening by

The Examiner Publishing Co.

From their office, corner of Water and Great George Streets, Charlottetown, Prince Edward Island.

—RATES OF SUBSCRIPTION—

Six months.....\$2.50
Three months..... 1.25
One month..... 50

Advertising at moderate rates. Contracts may be made for monthly, quarterly, half-yearly, or yearly advertisements, on application.

WARBURTON & SMALLWOOD,

NOTICE OF CO-PARTNERSHIP.

The undersigned have this day entered into partnership, under the style and firm of Warburton and Smallwood,

Barristers, Attorneys-at-Law, Notaries Public, &c.

Offices—Cameron Block, Queen Square.

A. B. WARBURTON, B.A., B.C.L. | C. R. SMALLWOOD.

The firm are Agents for the Equitable Life Assurance Society of the United States, which does the largest business of any Life Insurance Company in the world.

Dec. 3—law wky 3 mo

L. ARTHUR & CO.,

GENERAL

Commission Merchants,

121 ATLANTIC AVENUE,

BOSTON, MASS.

Eggs and Produce a Specialty.

July 15—dly wky

—FOR—

BOSTON,

Fall and Winter Arrangement.

THE PALACE STEAMERS

OF THE

INTERNATIONAL S.S. CO.

Leave St. John for Boston, via Eastport and Portland, every Monday and Thursday, at 8.00 a. m. Fare from Charlottetown to Boston, \$5.50, 2nd class; \$9.50, 1st class.

For tickets and other information apply to G. A. SHARP, P. E. L. Ryan, or to your nearest Ticket Agent.

Nov. 2, 1885—cod wky

CAUTION.

EACH PLUG OF THE

MYRTLE NAVY

IS MARKED

T & B.

IN BRONZE LETTERS.

None Other Genuine.

Oct. 20.

FOR SALE.

BRIGHTON TANNERY, with its Steam Engine, Boiler, Splitting Machine, Steep and other Plant is offered for sale at private contract.

The above Tannery was formerly operated by the late Donald Mackinnon, of the late firm of Mackinnon & Co., of this city. It is fitted up on the most modern principle, and has hitherto paid a large percentage on the capital invested. To capitalists no better investment for their money, either by Bank or Manufacture, can be offered.

Possession given immediately.

MARY J. MACKINNON,

Executrix.

Ch'town, Oct. 17, 1885.

Executors' Notice.

THE Undersigned Executrix and Executors of the late Will and Testament of the late Donald Mackinnon, of Charlottetown, tanner, deceased, carrying on business under the name and style of "MACKINNON & CO.," hereby notify all persons indebted to his estate to make immediate payment to them at his late office, in Grafton Street, in Charlottetown, and all persons having claims or demands against the said estate are hereby required to furnish the same, duly attested, within twelve months from this date.

Dated at Charlottetown, the 2nd day of OCTOBER, 1885.

MARY JANE MACKINNON,

Executrix.

W. McLEAN, JAS. GURRIN, } Executors.

Oct. 2nd—law w

ENGLISH CONFECTIONERY.

The finest assortment of English and Canadian Confectionery for Christmas trade we have ever offered.

BEER & GOFF.

NINE MEAT,

Choice Brand, for Sale at

BEER & GOFF'S.

ORANGES, LEMONS, GRAPES.

20 cases Oranges, 15 cases Lemons, 25 bris Grapes, just arrived from Great Britain.

BEER & GOFF.

RAISINS.

250 boxes received—Layers, Valencia, Seedless.

BEER & GOFF.

APPLES.

American Baldwins, N. S. Tomkins, Pippins, &c., at

BEER & GOFF'S.

CRANBERRIES.

30' bris. Cranberries and Foxberries at

BEER & GOFF'S.

CANDIED PEEL.

Keiller's Celebrated English Citron, Orange and Lemon Peels at

BEER & GOFF'S

SPECIALTIES.

Corned Beef, 20cts. per pound; Smoked Beef (shaved) 24cts. per pound; Bologna Sausages, 14cts. per pound; Ox Tongues (English), Pea Soup, &c., at

BEER & GOFF'S.

Pure Spices, Essences, &c.

Pure Spices, Cream Tartar and

Baking Powders at

BEER & GOFF'S.

Canned Salmon.

Sandwiches, Peaches, Pine Apples, Corns, Tomatoes, Peas, &c., choice brands.

BEER & GOFF.

COFFEE! COFFEE!

Fresh roasted and ground—fine quality; also Essence Coffee and Condensed Coffee & Milk.

BEER & GOFF.

PASTRY FLOUR.

2, 3, 5, 10 and 12 pound packages, very choice quality.

BEER & GOFF.

Dec. 11, 1885.

A Bonanza for Bargain-Hunters.

A Genuine Mark Down Sale!—Appalling Reductions!—Unheard of Prices!—Overcoats, Suits, Tweeds and Gents' Furnishings—

SLAUGHTERED! SLAUGHTERED!

SLAUGHTERED!

TIME for Stock taking is near. Dull trade is alarming. Our stock of Tweeds must go. Our manufactory stock of Clothing must go. Our big stock of Gents' Furnishings must go. Our large and superb stock of Ladies' Furnishings must go. This price is not so much of an object. The goods must turn into new dollars.

This price list is only an index—

Men's Heavy, Overcoats with Fur Collars, only \$10, worth \$14.
Men's Back Worsteds Suits, only \$6.50, worth \$10.
Men's Winter Pants, \$1.25, \$1.50, \$2 and up.
\$10 will buy a first-class Suit, made to measure, worth \$27.50.
\$4 will purchase a first-class pair of Scotch Tweed Pants, worth \$5.50.
\$6 will buy a Heavy Winter Ulster, worth \$28.75.
Tweed Suits, worth \$11, \$12, and up.
Tweed Suits, worth \$11, \$12, and up.
Children's Winter Suits, with good trimmings and braided, \$1.75, and up; \$3 will purchase a noble Scotch Tweed Suit, worth \$12.
Our Black Worsteds Overcoats, worth \$12, now \$8; \$1 will buy a Suit of Underclothing in pure Cape Wool.
We hold the championship for honest, low-priced Tweeds, and challenge all-comers to duplicate our 90-cent Merino Wool Tweed, worth \$1.40.

REID BROS.,

CAMERON BLOCK.

Ch'town, Dec. 31, 1885.

SUBSCRIBE FOR THE WEEKLY EXAMINER.

The latest local and foreign news can always be found therein.

Oct. 2nd—law w

NOW THEN FOR D. A. BRUCE'S

—OFFER OF—

CLOTHING & GENTS' FURNISHINGS

WE have on hand one case Cloths, one case Gents' Furnishings, sent by mistake, and sold to us at a big advantage rather than return them. We are manufacturing these cloths into

SUITS AND OVERCOATS,

charging only FIVE PER CENT. OVER COST! and from \$4.50 to \$6 for making and trimming Overcoats; from \$5 to \$7 for making and trimming Suits with Good Trimmings and

GOOD WORKMANSHIP.

CLOTH, by the yard or piece, Very Cheap. We have on hand a few Suits and Overcoats, made to order, not called for

SELLING AT COST.

This ought to convince you that there is money lost if you don't purchase from us, instead of buying imported clothing. ALL OUR CLOTHING IS MADE ON THE PREMISES. No \$3 Overcoats.

The Custom Tailoring,

under the management of MR. JAMES McLEOD, leads all others for A1 work. Prices in this department will be found lower than ever. Our past record is sufficient guarantee to secure your future confidence.

A large portion of our Neckwear has been manufactured to our special order, from patterns that will be found the very thing you want.

D. A. BRUCE,

72 QUEEN STREET.

Ch'town, Dec. 3, 1885.—cod wky 2mos

Printing and Book-Binding.

Printing.

We are better than ever prepared to turn out every description of

Book, Mercantile

—AND—

Fancy Printing,

as Specimens of our work shows, at the Provincial Exhibition and executed since, for several of the leading business men of the city, will abundantly testify.

Our Styles are Original and Tasty. Call and see our Specimens.

Color Work a Specialty.

Dec. 26—2aw w2m.

Book-Binding.

Having lately imported a choice stock of Fine Leathers and other materials for Book-binding purposes, we are prepared with the best facilities to execute all orders for

Binding Magazines, Music, Works of Art, Law Books, Illustrated Papers, Picturesque Canada, &c., &c., in the Highest Style of the Art, and at prices that will satisfy All.

Blank Book Manufacturing, and Paper Ruling a Specialty.

Banks, Merchants and others, can get Better Work, for the same money at our Establishment, than at any other house in the Trade.

JOHN COOMBS,

18 Queen Street,

CHARLOTTETOWN, P. E. I.

PRINCE EDWARD ISLAND RAILWAY.

1885-6. Winter Arrangement. 1885-6.

ON AND AFTER TUESDAY, DECEMBER 1st, 1885, Trains will run daily, as follows (Sundays excepted) —

TRAINS DEPART.—FOR THE WEST.

STATIONS.	No. 1.	No. 3.
Charlottetown.....	A. M. 7 15	P. M. 1 50
Royalty Junction.....	7 34	2 12
North Wiltshire.....	8 17	3 05
Hunter River.....	8 30	3 20
Bradabane.....	9 00	3 57
County Line.....	9 03	4 07
Freestown.....	9 23	4 22
Kensington.....	9 40	4 45
Summerside.....	10 10	5 20
Misconche.....	12 40	
Wellington.....	1 27	
Port Hill.....	2 08	
O'Leary.....	3 22	
Bloomfield.....	3 45	
Alberton.....	4 29	
Tignish.....	5 15	

TRAINS ARRIVE.—FROM THE WEST.

STATIONS.	No. 2.	No. 4.
Charlottetown.....	P. M. 2 30	A. M. 10 00
Royalty Junction.....	2 12	9 37
North Wiltshire.....	1 29	8 45
Hunter River.....	1 15	8 30
Bradabane.....	12 45	7 33
County Line.....	12 30	7 43
Freestown.....	12 23	7 28
Kensington.....	12 05	7 05
Summerside.....	11 35	6 30
Misconche.....	10 35	
Wellington.....	10 15	
Port Hill.....	9 47	
O'Leary.....	7 54	
Bloomfield.....	7 30	
Alberton.....	6 55	
Tignish.....	6 00	

TRAINS DEPART.—FOR THE EAST.

STATIONS.	No. 5.	No. 7.
Charlottetown.....	P. M. 2 30	
Royalty Junction.....	2 12	
Bedford.....	3 23	
Mount Stewart.....	3 50	
Cardigan.....	4 10	
Georgetown.....	5 22	
Mount Stewart.....	4 05	P. M. 9 30
Morrell.....	4 43	8 17
St. Peter's.....	5 12	7 48
Bear River.....	5 57	7 03
Souris.....	6 40	6 30

TRAINS ARRIVE.—FROM THE EAST.

STATIONS.	No. 6.	No. 8.
Charlottetown.....	A. M. 10 35	
Royalty Junction.....	10 05	
Bedford.....	9 32	
Mount Stewart.....	9 00	
Cardigan.....	8 50	
Georgetown.....	7 38	
Mount Stewart.....	7 18	A. M. 9 30
Morrell.....	6 57	8 17
St. Peter's.....	6 28	7 48
Bear River.....	5 57	7 03
Souris.....	5 30	6 30

Trains are run by Eastern Standard Time.

JAMES COLEMAN,

Superintendent.

Railway Office, Charlottetown, Nov. 25, 1885—wky prs of

LETTERS TO THE EDITOR.

Letter from Mr. Hackett, M. P.

SIR.—I notice that considerable public attention has been directed lately to our financial relations with the Dominion.

Many persons allege that the people of the Island pay, each year, into the Dominion exchequer a sum largely in excess of what they receive therefrom.

The question is one of considerable public interest, and if it can be shown that we, each year, pay into the Dominion Treasury two or three hundred thousand dollars more than we receive, it is about time to commence agitating for a readjustment of our financial affairs.

Mr. J. H. Bell, Barrister of Summerside, in a letter to the *Patriot* of 6th inst., states that last year the Island contributed to the Dominion Revenue the sum of at least \$850,000. Mr. Bell does not give details: he simply takes the total revenue which, he states, was \$34,000,000, and concludes as the population of the Island is about one fortieth of the Dominion, we must necessarily contribute a fortieth of the revenue.

Such a mode of calculation is evidently unfair, and will not stand close investigation. It may be a pretty fair test when applied to Customs Revenue, but is unfair and misleading when applied to revenues from other sources.

For instance, the total revenue derived from Government railways for the year 1884, amounted to about \$2,500,000. A fortieth part of this would be \$62,500 which, according to Mr. Bell's test, would be the Island's contribution, while as a matter of fact the receipts from the Island Railway for that year were \$144,504.12, or about \$82,000 more than Mr. Bell would give credit for.

Then, again, the revenue accruing from interest on investments, amounting to nearly \$2,000,000 per annum, is not at all contributed to by the people of the Island. It is almost impossible, therefore, to state the exact amount contributed by the Island, and in any case only approximate figures can be given.

With regard to the Dominion expenditure in connection with the Island the case is entirely different. Any person, by consulting the Dominion Public Accounts and Departmental Reports, can easily ascertain the payments made each year by the Dominion. I therefore take the year 1884, being the last for which we have full returns, and I find in that year the Dominion made the following payments in connection with Prince Edward Island:

Interest on debt of Island assumed by Dominion, 1st July, 1873.....	\$308,000 at 5 per cent.....	\$ 29,800 00
Interest on cost of Railway, including Cape Traverse Branch, \$3,654,356 at 5 per cent.....		182,717 50
Interest on amount paid by Dominion for purchase of Proprietary Estates, \$747,976.71 at 5 per cent.....		37,398 93
Subsidy to Provinces.....		164,510 79
Cost of operating Railway, 1884.....		276,428 13
Expenditure by Post Office Department, 1884.....		59,809 21
Expenditure by Public Works Department, 1884.....		34,321 55
Expenditure by Marine & Fisheries Department, 1884.....		53,553 59
Expenditure by Customs Department, 1884.....		21,249 96
Expenditure by Island Revenue Department, 1884.....		4,036 20
Expenditure by Finance, 1884.....		4,786 92
Expenditure by Justice, 1884.....		18,800 00
Expenditure by Militia, 1884.....		3,500 00
Expenditure by Indians, 1884.....		2,000 00
Expenditure by Lieut.-Governor's salary.....		7,000 00
Expenditure by Steamboat Subsidies.....		6,000 00
Total.....		\$865,913 08

Now, if we apply Mr. Bell's test to the revenue for that year, we will have the following result: Total Dominion Revenue 1884, \$32,000,000, a fortieth part of which, the Island's contribution, would be \$800,000. As I do not acknowledge the fairness of Mr. Bell's test, I refrain from striking a balance. I fear, however, that if we have the Subway built out of such balances, it will be many long years before the work can be commenced. I have the honor to remain

Yours truly,

EDWARD HACKETT.

Ottawa, Jan. 23, 1886.

The Capes Service.

SIR.—There being a good many communications in the newspapers concerning the crossing at the Capes, also the respective claims of the different men who have heretofore had the mail under their control, I will with permission explain the matter as it appears to me for years back to have been managed. In the year 1869 or 1870 there were calls for tenders. Muttart and Irving got the contract, although theirs was not the lowest by any means (it was then said they would always have it in their families, as they would train their sons, etc.) They have had it ever since without tendering for it; and I cannot see what the has and cry is about that they were not paid enough for their services. At any rate they were the men the rulers delighted to always honor; and if they, by their improvidence, have not made money out of it in all the years they have had it, it is their own fault and not the fault of any government. They had the control long enough to train their sons, and we suppose they did so, and put them in charge; results, said sons, were in charge last winter, and the time of the unfortunate disaster. How much suffering, how many maimed for life! No wonder the department sent