

P. E. ISLAND RAILWAY.

Inspection by Sir Charles Tupper and the Chief Members of his Staff.

The Railway East of Charlottetown.

Improved Stations, Sidings, Culverts, etc.

The Road-Bed in First-Class Condition.

Fast Travelling on the Narrow Gauge.

YESTERDAY the party accompanying Sir Charles Tupper on his tour of inspection, received at Charlottetown an addition in the persons of Hon. Donald Ferguson, Commissioner of Crown Lands, Thomas Williams, Esq., Railway Accountant, A. Stronach, Esq., Mechanical Superintendent, Mr. Hoyle, Trackmaster of the Eastern Division, Mr. Crookill, Private Secretary for the Superintendent, and H. Coombs, Esq., At Sours, it was joined by the Hon. John Goff, and at Mount Stewart by Hon. L. C. Owen and Major Freeland. The train was in charge of Conductor MacCowan.

All the principal stations of the Eastern Division were visited, and found to be clean and in good order. The track, too, was inspected and pronounced in first-class condition.

On his arrival at Sours, Sir Charles was greeted by quite a concourse of people, including the leading merchants and traders of the town. Mr. High Sheriff McCormack read and presented an excellent complimentary address, which we have been disappointed in obtaining for publication to-day. The reply of Sir Charles was, in effect, as follows:—

Mr. Sheriff and Gentlemen:

I thank you very much indeed for the kind and cordial address with which you have greeted my arrival in this part of the Dominion. I can assure you that your kindly language will stimulate me to labor with increased zeal in the discharge of the duties appertaining to my office and in the interests of the people. I have had a most gratifying visit to the Island. My presence here is, as you know, not in any way connected with politics. It is purely a business character. I came here to put myself in personal communication with the gentlemen who have charge of your Railway, to make myself acquainted, as far as possible, with the various employees of the road, and to learn the wishes of the population of the Island, with the view to increase the efficiency of the railway, and to promote, as far as I can, the prosperity of the country through which it runs.

I think you have only done justice to Mr. Archibald, who is discharging with ability and success not only the duties of Superintendent of the Railway, but who has also the oversight of the road. With the aid of careful trackmasters and faithful section foremen, he has placed the road in the best condition in which, under the circumstances, it can be placed. If good ballast were available here, I have no doubt that he would be able to challenge a comparison of the road bed of the Prince Edward Island Railway with that of the Intercolonial Railway, which his namesake and rival, Mr. P. S. Archibald, as Chief Engineer, has placed in such a state of repair that it compares favorably with the roadbed of any other railway on this continent.

Now, gentlemen, you have referred in a friendly way to the unsatisfactory state of the rolling stock. Will you permit me, while replying to this portion of your kind address, to refer incidentally to the less gentle criticism of the Patriot newspaper, to which my attention was directed yesterday morning. In dealing with this subject it is only just to Mr. Stronach that I should say that he has had very great and serious difficulties to encounter. But the statement in the Patriot that I have cut down the pay of the mechanics is entirely incorrect. I do not know much about the Patriot, but I assume, from its very name, that its editor would not intentionally misrepresent the facts in such a case, and that he is simply laboring under a delusion. Not one cent has been taken off the wages of the mechanics. Every change which has been made in this respect has been in the direction of increase. I may say that having learned, both before and since my arrival here, that the rolling stock requires improvement, I intend to follow up the work which has been done on other branches of the railway, until the locomotives and cars shall compare favorably with those of any other line. Everything that can be done will be done to maintain your Island Railway in a state of efficiency. The annoyance which arises from delay in moving freight at this time of the year, will, however, never be entirely removed. I rely you to point to any railway that is equipped with a sufficient amount of rolling stock to move promptly the freight which offers at this season. If assistants were provided, a large portion of it must necessarily, during nine months of the year, remain idle, and would, during all that time, be merely rotting away. Even such great railways as the Grand Trunk and the Northern Pacific are not provided with rolling stock sufficient to meet, at all times, the demands of the business men who depend upon them for freight accommodation. On the Grand Trunk it has lately been found impossible to satisfy the requirements of the public, so great has been the rush. I have been for six months begging the Northern Pacific to carry a quantity of material for the purposes of my Department, and I have waited for six months in order to get it moved. I dare say that any of you gentlemen would think yourselves aggrieved to the last degree if you were compelled to wait for six months on the P. E. Island Railway. The Patriot directs attention to the size and ventilation of the cars. I think that had he taken time to reflect upon this change, he must have seen that it may be brought to bear upon my predecessor, Mr. McKenzie, rather than myself. I feel that there is a great deal of force in what has been said. But the cars are as they were when I took charge of the Railway Department. In so far as was possible, improvements have been effected; and we shall continue to make improvements until there can be no reasonable ground for complaint. A number of additional facilities have been added during the past year. We have constructed three new stations and built a number of freight sheds in order to meet the growing requirements of the traffic. I may here say that although the traffic has largely increased, there has not been a corresponding addition to the receipts. We have done a great deal more work than ever before. But we have not received a much larger return, owing to the reduction of rates

which has—I think wisely and in the interests of the country—been made. The expenditure on the Railway last year was in excess of the receipts by about \$67,000. Yet, keeping the interests of the people steadily in view, we shall go on making improvements just as fast as we shall feel justified by the circumstances of the case.

As you have stated in this Address, I have recently travelled from the shores of the Pacific to those of the Atlantic. In a day or two I shall have visited every portion of the Government Railways in Canada. I have visited each of the Provinces, and inspected all the Railway works. I am able and happy to say to you, gentlemen, that it would be difficult to find a country more prosperous and harmonious than Canada is from shore to shore. Having devoted about twenty-seven years of my life to the service of the country, and having watched its progress with the most careful attention, I am able to say to you that I believe Canada has made more rapid strides forward within the past two years than she has ever before made in the same length of time (Applause). We have a country abounding in riches. We have a virtuous, intelligent, and industrious people, reaching four millions of souls. I believe that we are now on the threshold of a career of national advancement which shall rival that of any other country, and that we shall feel it to be our duty more and more to unite our efforts and increase our exertions to make our country prosperous and great (Applause).

I thank you again, gentlemen, for the kind reception you have given me. Late as it is in the season, my present visit to the Island has given me great satisfaction and pleasure; and I have determined, if possible, earlier in the next year again to visit you and to take a run over the railway (Cheers).

At Mount Stewart William Ross, Esq., explained to Sir Charles the difficulty there is in loading freight, because the platform is not high enough, and showed that some filling in or drainage is required in order that the loading ground may not, in the wet season, be covered with water.

At Sours Lawrence Kitchin, Esq., M. L. C., represented the advisability of keeping the track extending towards Sours West open and available for loading and receiving freight. Henry Coombs, Esq., laid before Sir Charles the particulars of a claim he has preferred against the Department in connection with the erection of the warehouse on the Railway wharf. And Dr. Muttart, M. P., suggested the transfer of the old Railway round house to the Militia Department, in order that it may be used as a Drill Shed.

Sir Charles requested that these representations should be formally made in writing, and promised to give them his best attention.

The party were met at Georgetown by the Hon. Daniel Gordon, A. J. McDonald, Esq., M. P. P., William Sanderson, Esq., and other gentlemen. They partook of an excellent dinner at Mrs. McDonald's, and made the run home in about an hour and forty minutes.

IMPROVEMENTS EAST OF CHARLOTTETOWN.

Among the improvements which have been made to the Eastern section of the Railway during the present season:—

1. A large amount of grading has been done in the vicinity of Harmony Station.

2. The flag station at Five Houses has been rebuilt and moved closer to the main road.

3. The station at St. Peter's has been remodelled. A new ticket office with a bay window has been added, and the rooms sheathed to the height of four feet. The freight house has been enlarged and a new platform about 50 feet in length, has been laid all around the building. The station has been repainted outside and inside.

4. At Mount Stewart additional platform has been laid down. The station has been remodelled, and the waiting room and the ticket-office repainted.

5. At Cardigan the station house has been remodelled. There is a new ticket office with bay window. Twenty-two feet have been added to the length of the freight house. The station has been repainted outside and in; and an addition has been made to the platform.

6. Twenty-four hundred feet of new track have been laid at Georgetown, and a Y has been put down for use instead of the turn-table.

7. Two Haggis elevators have been placed at Dundee, two at Bedford, and two at Marie.

8. Nearly a mile of snow-fencing has been erected.

9. An addition has been made to the coal shed in Charlottetown; several of the ovens have been repaired, the roundhouse has been rehung, and a new plank roadway has been laid down on the railway wharf.

10. Thirty-eight thousand new sleepers have been laid down between Charlottetown and Georgetown.

11. A number of rails have been replaced.

12. A new platform has been laid down at Scotchfort.

13. The culverts have been repaired and pointed with cement.

14. About six hundred cars of ballast have been used in the repairs of the roadway.

ADDITIONS AND IMPROVEMENTS TO THE ROLLING STOCK.

1. Two second-hand locomotive engines have been procured—making four additional locomotives since about this time last year.

2. Five first-class cars have been equipped with the Miller platform and patent coupler and vacuum brakes. This is one of the most noticeable improvements made.

3. Two second-class cars have been equipped with the vacuum brakes and Miller platforms, etc. Another has been supplied with the Miller platform, but not with the vacuum brakes.

4. Two postal cars have been equipped with vacuum brakes and Miller platforms.

5. Thirteen box cars and one flanger, of ten tons capacity, have been rebuilt—seven of these since the 30th of June last.

6. Five platform cars are now being repaired.

SUMMARY.

In brief, the improvements made in the railway and its equipment during the present season comprise:—

New station houses at Bloomfield and Freetown.

New freight houses at Ellerslie and Alberton.

Four coal sheds enlarged and improved. Additions and alterations to coal shed at Charlottetown, and numerous repairs and improvements to station houses.

One thousand five hundred and seventy-five feet siding laid down.

Seventy thousand new sleepers laid on western section, and thirty-eight thousand new sleepers between Charlottetown and Georgetown.

A large number of culverts repaired and pointed with cement, and a large number of culverts renewed and covered over.

Thirty-five miles of track relaid.

The road bed repaired from end to end. Two engines which, owing to circumstances which could not be controlled, arrived here so late that only one of them is yet available.

The passenger cars refitted and furnished with the Miller platform and vacuum brake.

This list is, perhaps, a sufficient answer to the main charge brought by the Patriot against the present arrangement of the road.

Local and Other Items.

Y. M. C. A.—A very interesting meeting was held in the Young Men's Christian Association Hall last evening. A large audience was present. There will be a meeting to-night in the same place; subject—"Opposite Characters making opposite Choice." Mark x, 17-22; Luke xiii, 39-43.

We learn with pleasure that Mr. Duncan McNeill, of West River, has been appointed Clerk in H. M. Customs, Charlottetown. Mr. McNeill has been a teacher for some years. He was a steady, capable and zealous teacher, and we have no doubt that he will bring to his new duties the same characteristics.

At the Stipendiary Magistrate's Court this forenoon, John McAree, charged with breaking into the store of Mr. Charles Lawson on Sunday last, was sent up for trial in the Supreme Court. A sailor, named E. Flanagan, was sentenced to six months' imprisonment for stealing a quadrant from the brigantine "Maggie."

The steamer Howard, bound to Portland, Me., and the brig Emma, from Philadelphia, for Halifax, collided twenty miles off Sambro Light, on Tuesday morning. Both vessels were so badly damaged that the crews were obliged to leave them in open boats. They were picked up shortly afterwards by the brig Henri Collet, for Pictou. They suffered much from exposure.

MR. SAMUEL T. STUMBLE has purchased the interest of Mr. Philip McMahon in the Bodeque mill, and will hereafter carry on the business so as to afford every facility for freight and passenger accommodation. Passengers for Crapaud, Bodeque and other places will leave the names and address at Stumble's Livery Stable, Queen Square, where all parcels may also be left.

The gymnasium in the Young Men's Christian Association will be re-opened this winter under good management, and arrangements will be made to have the athletic sports carried on in the basement without disturbance to other parts of the institution. The members of the club who have so far given in their names are young and active, and the practice this season will doubtless result in the developing of some powerful muscles.

THE SCOTT ACT IN CHARLOTTETOWN.—A prominent St. John's insurance man, who was in Mencton, stepping off the Weldon House last night, gave a Times reporter an item. He said the Scott Act had worked wonders in Charlottetown, and that he had actually spent two days in that city without being asked to drink or seeing liquor drunk or sold. As Charlottetown has enjoyed an extensive notoriety for its gin mills and the treating propensities of its inhabitants, this will be good news for temperance people. Persons convicted of selling contrary to the provisions of the law have been fined heavily and compelled to pay up, which has had a deterrent influence.—Times.

We are glad to hear such good reports. Still, we must say, there are indications of a leak existing somewhere, and the Inspector had better see to it.

THE BY-LAW relating to dogs, passed by the City Council on Tuesday evening, is published in our advertising columns. From it we learn that an extra dollar per head has been placed on the canine race in the city, making the tax at present two dollars per dog. This may look hard to poor people who have favorite pointers, and who are unable to pay the sum levied on them. Were this the only point to look to, we should also think it was hard. But it is not the main object of the by-law when introduced to prevent owners allowing their dogs running at large, as they are dangerous to the sheep-raising industry. The object has been entirely overlooked, and instead of the City Fathers making it a source of protection to sheep-raisers, they have made it a source of revenue to the city. It will not decrease the canine population at all. It will not prevent dogs roaming at large, and to-morrow we shall not be surprised to hear reports of sheep killing similar to that which took place at the Scott Farm a short time ago.

MINNIE CARMICHAEL.—Report of Thomas G. Taylor, master of the barque Minnie Carmichael, of Charlottetown, P. E. I., 962 tons, from Baltimore, August 11, for Havre, and thence to Falmouth for orders, and thence to London, with 1540 tons wheat in bulk and bags; Proceeded and sailed from Falmouth on the 13th instant for London, and, arriving off North Foreland at about nine a. m. on the 14th, brought up, letting go starboard anchor and veering to sixty-five fathoms cable. The Trinity House Pilot (J. S. Ennis) was in charge. He had been shipped off South Foreland at 7 a. m. on the 14th. The North Foreland Light bore S W by S, distant about two miles, when the vessel was brought up. At 3:35 p. m. weather had increased to a storm, and port anchor was let go, forty fathoms cable being paid out upon it; but, the vessel driving, cable was veered out on both anchors until she brought up, when there was from seventy-five to ninety fathoms cable out on each anchor. At eight p. m. tide low, weather cloudy and squally, wind W by S, a whole gale, with heavily sea from W, vessel at anchor off the North Foreland, pitching heavily, and shipping much water. Suddenly the springs on the chains carried away, and shortly after the windlass gave way, but the vessel rode in safety, the wind and sea moderating. At 7 a. m. on the 15th the steam tug "Vigilant" came alongside, and the tug "Gautlet" arrived. Tow ropes were got on board, one from the ship and one from the tug, and at 8 a. m. windlass was broken away, the chains having become jammed, and cables were slipped in the hole, and the vessel proceeded, in tow of the two tugs, without accident, for London, arriving safely in the Channel docks at 7 p. m. on the 16th. The vessel strained round the windlass bits and hawspears during the gale, making a little water.—London, Oct. 19.

The steamer "Edgar Stuart" arrived from Halifax this morning, with freight. She sails to return this evening at six o'clock.

Weather Bulletin.

Probabilities for the next 24 hours for the Maritime Provinces.

TORONTO, November 17—10 a. m. Wind shifting to the south and southeast; fair, milder weather.

HOTEL ARRIVALS.

REVERE HOUSE.

Nov 14—John McNichol, Toronto; John Stewart, Montreal; A. Stone, Halifax; Major Grant, St. John; J. J. Baine, Hamilton; W. P. McElhinney, Toronto, N. S.; J. A. Reed, Montreal; A. B. Melan, N. S.; H. B. Clarke, do. Nov 15—L. B. Archibald, Charlottetown; P. S. Archibald, Moncton; A. N. Greenfield, Ottawa; H. R. Anderson, Mt. Stewart; Wm Richards, Biddeford; Angus McMillan, Summerside; Jos Lambert, St. John.

APPLES.

Winter Apples & Furniture.

I WILL sell AT AUCTION, at my Sale Room, Queen Square, TO-MORROW, FRIDAY, 18th inst., at 10 1/2 o'clock, 75 barrels Winter Apples (choice kinds and in good order), Green-stem, Ribston and Bishop Pippins, Russets, Baldwins and Greengings, Wax, &c.

Also—A collection of Household Furniture, Hall, Parlor and Cooking Stoves, &c.

WILLIAM DODD, Auctioneer.

Nov. 17, '81—

WANTED.

NO later than TUESDAY NEXT,

100 GEESSE, 50 TURKEYS, 50 CARCASSES MUTTON, 200 BUSH CARROTS.

W. BOYLE.

Nov. 17, 1881. 3ina

[Passed 16th Nov., 1881.]

A By-Law Amending the Law Relating to Dogs, and the Taxing thereof.

BE it enacted by the City Council of the City of Charlottetown, as follows:—

1. Section 2 of the City By-Law, chapter 23, entitled a By-Law relating to Dogs, and the taxing thereof, is hereby repealed, and the following substituted in lieu thereof:—

2. A Tax of Two Dollars shall be annually paid for each Dog or Bitch within the said City by the owner or keeper thereof to the Clerk of the City Court of the Stipendiary Magistrate, at his office in said City. Such Tax shall be paid annually between the first day of January and the first day of February in each year. Any owner or keeper of a dog neglecting to pay the Tax herein imposed within the time aforesaid, shall be subject to the penalties of this By-Law. Provided always that the Magistrate shall not, in any case brought before him for non-payment of such tax, inflict a less penalty than Four Dollars.

3. Every Dog or Bitch found running at large after the first day of February, in each and every year, and not registered as required by the first section of the said before recited By-Law, shall be deemed to have no owner or keeper, and may be destroyed by the police.

(Sgd.) W. E. DAWSON, Mayor of the City of Charlottetown.

L. S. W. B. MORRISON, City Clerk.

Ch'town, Nov. 15, 1881. [n 17 2w, nly pat 2w]

AUCTION SALE.

TO be sold by PUBLIC AUCTION, on WEDNESDAY, 23rd November, at one o'clock, p. m., at the residence of Mr. James Mellish, Lot 49, the Farm stock, including Horses, Cows, &c., and Farm Implements, Sleighs, Carts, Wagons, &c.

At the same time, if not previously disposed of by private sale,

THE FARM AND PREMISES

will be offered at auction. This valuable property consists of about 60 acres of excellent land, with House, Barns, &c., in good repair. The Orchard is one of the best on the Island. Potwell Wharf is only a few yards distant, and abundance of mussel mud and seaweed can be procured in the immediate vicinity.

Terms for Stock and effects—All sums under \$5, cash; all sums over \$5, twelve months credit on approved joint notes of hand.

Terms for Real Estate made known on day of sale.

ALEX. MCNEILL, Auctioneer.

Nov. 17, '81—wkly li pd

AUCTION!

Farm, Stock and Implements.

TO be sold by PUBLIC AUCTION, on THURSDAY, the 24th day of November, inst., at the hour of twelve o'clock, noon, on the premises occupied by the subscriber,

situate on the Malpeque Road, 4 1/2 miles from Charlottetown. The Farm consists of 75 acres of land, in a high state of cultivation, and in close proximity to Church, Schoolhouse, Blacksmith Forge and Mills. Buildings on the premises in good repair. Also 50 acres of excellent land situated on the Blackley Point Road, about 9 miles from Charlottetown, part cleared. There is a good spring of water on the premises.

Also—

4 excellent Milch Cows, 5 good Sheep, 1 young Mare five years old, 2 stacks of Hay, 1 new Iron Plough, 2 Wood Sleighs, 1 set Harrows, 1 Wheel Cultivator, 1 Hay Rack, 1 Cart, Plough Chains, Swingl Trees, also various articles too numerous to mention.

Terms for 75 acre Farm made known the day of sale. For the 50 acre Farm, 10 years, at 6 per cent. For the Stock and Implements, 12 months' credit on approved joint notes of hand.

JAMES CURTIS, Auctioneer.

Highfield, Nov. 17, 1881.

nov17—2 hrs.

London House.

WHOLESALE AND RETAIL.

OUR Fall and Winter

STOCK OF

DRY GOODS

JUST RECEIVED

BY S. S. PRINCE EDWARD

FROM LIVERPOOL,

and Anchor and Allan Line Steamers,

NOW OPEN!

—COMPRISING—

A Large Assortment of

PLAIN and FANCY DRESS

GOODS, Black Cashmeres,

Lustres, Meltons, Serges, best

value.

WINCEYS—Plain and Twilled,

all Colors and Qualities.

COTTONS—White, Grey and

Printed, in English, Canadian

and American makes.

MANTLE CLOTHS, Beavers,

Pilots, Worsted Coatings,

Scotch, English and Canadian

Tweeds, a fine assortment.

MILLINERY—Ladies' Plush,

Beaver and Straw Hats,

Feathers, Flowers and Orna-

ments.

SKIRTS, SHAWLS, GLOVES,

Hosiery, Thompson's Glove-

fitting Corsets.

MEN'S and BOYS' HATS and

CAPS, Fur and Cloth.

FLANNELS, Sheetings, Towels,

Napkins, Table Linens.

CANVAS, Silesias, Casbains,

Linings.

CANADIAN AND SCOTCH

Wool Shirts and Drawers,

Wool Scarfs, Blankets and

Quilts, Small Wares, Brace

Braids, Buttons, Threads,

Needles.

CASH BUYERS

will find this Stock complete,

and very best value.

GEO. DAVIES & CO.

September 20, 1881.

FRESH IMPORTATIONS,

PER "ETHEL BLANCHE."

5 1/2 half-chests TEA, 112 boxes RAISINS, 50 boxes CURRANTS, 50 bags RICE, 25 bags NUTS, 100 tins MUSTARD, 1 bale CLOVES, 50 kegs BAKING SODA.

—ALSO—

In Stock and to arrive,—

40 blds. Very Bright Porto Rico SUGAR, 240 barrels Bright Yellow SUGAR, 60 barrels White Granulated SUGAR, 150 puns Choice MOLASSES.

CHARVELL BROS., Ch'town, Nov. 16, '81—pat 21

BOSTON STEAMERS.

Steamer Carroll

leaves Boston SATURDAY, 26th Nov., and Charlottetown, THURSDAY, 1st December.

This will be the last trip of the season.

CHARVELL BROS., Agents, Ch'town, Nov. 16—pat 21

FALL ARRANGEMENT.

On and After Monday, 24th inst.,

STEAMER "HEATHER BELLE."

WILL LEAVE Orwell Brush Wharf for Charlottetown every Tuesday, Wednesday and Thursday Mornings, at 7 o'clock, calling at China Point and Halliday's Wharves, returning from Charlottetown to Orwell same evening, at 2 o'clock, remaining at Brush Wharf Tuesday and Wednesday nights, and Thursday night returning to Charlottetown, arriving about 8.30 o'clock, p. m.

Fares to Orwell and other Wharves—Upper Deck and Cabin, 30c.; Lower Deck, 20c.

JOHN HUGHES, Agent, Ch'town, Nov. 16, '81—fill de 1

OUR STOCK OF CHRISTMAS CARDS

IS NOW OPEN

for the inspection of the public, and comprise selections from the best publishers in Great Britain and United States, making the