

THE EXAMINER.

VOL. 6.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, TUESDAY, APRIL 6, 1880.

NO. 115

THE DAILY EXAMINER

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Advertising at most moderate rates.
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W. L. COTTON, J. W. MITCHELL,
Manager. Office Sup't

Prince Edward Island RAILWAY.

TIME TABLE NO. 13.
Winter Arrangement.

TO COME INTO FORCE
TUESDAY, December 2nd, 1879.

TRAINS GOING WEST.

STATIONS.	Nos. 1 & 3, Mixed.	No. 5, Mixed.
Georgetown	Dp 8.20 a.m.	
Cardigan	" 8.46 "	
Mt Stew't Junc.	Dp 10.10 "	
Royalty Junction	Dp 10.15 "	
Charlottetown	Ar 11.50 a.m.	
Royalty Junction	Dp 8.00 a.m.	Dp 3.00 p.m.
North Wiltshire	" 8.22 "	" 3.23 "
Hunter River	" 9.14 "	" 4.15 "
Breadalbane	" 9.30 "	" 4.30 "
County Line	" 10.07 "	" 5.08 "
Kensington	" 10.17 "	" 5.18 "
Summerside	" 10.55 "	" 5.55 "
Wellington	Ar 11.30 a.m.	Ar 6.30 p.m.
Port Hill	Dp 1.30 p.m.	
O'Leary	" 2.19 "	
Alberton	" 3.00 "	
Tignish	" 4.17 "	
	" 5.17 "	
	" 6.10 "	

TRAINS GOING EAST.

STATIONS.	Nos. 2 and 4, Mixed.	No. 6, Mixed.
Tignish	Dp 6.30 a.m.	
Alberton	" 7.25 "	
O'Leary	" 8.25 "	
Port Hill	" 9.40 "	
Wellington	" 10.22 "	
Summerside	Ar 11.10 a.m.	
Kensington	Dp 2.30 p.m.	Dp 7.30 a.m.
County Line	" 3.05 "	" 8.05 "
Breadalbane	" 3.43 "	" 8.44 "
Hunter River	" 3.53 "	" 8.54 "
North Wiltshire	" 4.30 "	" 9.30 "
Royalty Junction	" 4.46 "	" 9.43 "
Charlottetown	Ar 6.00 p.m.	Ar 11.00 a.m.
Royalty Junction	Dp 2.30 p.m.	
Mt. Stew't Junc.	Ar 2.53 "	
Cardigan	Ar 4.10 "	
Georgetown	Dp 4.15 "	
	" 5.35 "	
	Ar 6.00 p.m.	

SOURIS BRANCH.

Trains Going West.

STATIONS.	No. 7, Mixed.
Souris	Depart 7.15 a.m.
Harmony	" 7.37 "
St. Peter's	" 8.55 "
Morell	" 9.28 "
Mt. Stewart Junction	Arrive 10.10 a.m.

Trains Going East.

STATIONS.	No. 8, Mixed.
Mt. Stewart Junction	Depart 4.15 p.m.
Morell	" 4.53 "
St. Peter's	" 5.30 "
Harmony	" 6.43 "
Souris	Arrive 7.10 "

ALEX. MACNAB,
Sup't and Engineer.
Railway Office, Chtown, Nov. 28, 1879.
—pat pres h a ne sp sj kca pio 6i

VALUABLE PROPERTY FOR SALE.

THE Subscriber offers for Sale all that Valuable Property situated on corner of Grafton and West streets, and comprising Town Lots Nos. 15 and 16 in the third hundred of Town Lots in Charlottetown. Also, that Property on Kent Street, consisting of Town Lots Nos. 67 and one-half of 66, also in the third hundred. This property is a most desirable one for private residences, and will be sold low. If not disposed of by private sale, it will be offered at Auction about June 1st, next. Offers for part of the property will be received. For further particulars apply to Messrs. DAVIES & SUTHERLAND, or to the subscriber.

F. MITCHELL,
Chtown, Feb. 19, 1880—2aw Trustee.

Daily Examiner!

1880.

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FOR CASH!

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PROMPTLY, NEATLY, AND
CHEAPLY DONE.

Persons who have not yet settled last year's accounts, will please do so before commencing the business of the coming season.

Small Profits—Quick Returns.

IS OUR MOTTO.

Warned by the past, we intend to deal closer to the cash system than ever heretofore.

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Local News,
Foreign News,
Political News,
Social News,
Commercial News,
Shipping News,

laid before Subscribers, Purchasers, and Borrowers.

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HAS A

Largely Increased Circulation

AND IS AN EXCELLENT

ADVERTISING MEDIUM

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Subscription price only
ONE DOLLAR A YEAR,
IN ADVANCE.

Sent to any address in
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Persons having relatives or friends abroad cannot do better than send them

THE WEEKLY EXAMINER.

A few Advertisements only, received

J. W. MITCHELL, | W. L. COTTON,
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Manufacturer & Dealer in

MONUMENTS

Tablets, Headstones, &c.,

in variety, at LOWEST PRICES. BEST STOCK. Superior Workmanship.

SATISFACTION GUARANTEED TO PATRONS

N. B.—Farm Produce taken at market rates, in payment, during shipping season.

Kent Street, Charlottetown, P. E. I.

Please call and examine Designs & Prices.

Mar. 20, 1880.—w d—tu sa 6m

No. 35 Water St.,
Charlottetown.

Prince Edward Island Branch

—OF THE—

NORTH BRITISH & MERCANTILE

FIRE AND LIFE.

INSURANCE CO.

Subscribed Capital, \$9,733,332.00

Paid up Capital, 1,216,666.00

CHIEF OFFICES—Edinburgh, 64 Princess Street; London, 61 Threadneedle Street.

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Fire Insurances effected on nearly every description of Property, at the LOWEST RATES of Premium, corresponding to the nature of the risk.

Losses settled with promptitude and liberality.

C. W. DEBLOIS,
General Agent.

Dec. 14.

QUEEN INSURANCE CO'Y.

OF ENGLAND.

CAPITAL, . . . TWO MILLIONS STERLING.

INSURANCE effected on all kinds of Buildings, Merchandise and Produce. Also, on Vessels on the stocks.

Special rates for isolated residences. Losses settled promptly.

GEORGE MACLEOD (Union Bank),
Agent for Prince Edward Island

June, 1877—

MACLEAN & MARTIN

ATTORNEYS-AT-LAW,

Newson's Building, Opp. Post Office,

Charlottetown, P. E. I.

A. A. MCLEAN. D. C. MARTIN.

June 18, 1879.—ex2aw

J. R. FOSTER,

Moncton, N. B.,

REPRESENTING IN THE MARITIME PROVINCES

Ontario, Chicago and Western

Millers and Shippers,

—IN—

FLOUR, MEAL, GRAIN,

Seeds and Provisions.

The following are some of the leading brands of Flour for sale wholesale, in car-load-lots only, viz:—"Buda," "Alabaster," "White Rose," "Warcap's Superior," "Pastry," "Beaver Mills," "Red XXX," "Amber," &c., &c.

The above choice brands of flour, with many others, can be obtained at all the leading Flour Houses in the Maritime Provinces. Samples of all kinds of Seed Grains, and other goods will be sent to any address on application free of charge.

Ask for quotations by telegraph in "Cipher," which will be supplied to all correspondents on application.

Nov. 25, 1879—ly

JUST RECEIVED,

Per S. S. Northern Light,

A CHOICE SELECTION OF

Spring Tweeds and Worsteds.

SPECIAL BARGAINS GIVEN.

BRUCE & MCKENZIE.

Feb. 21, 1880—31aw tf

Queen Street.

Valuable Property for Sale.

TO BE SOLD, all that part of Town Lot No. 74, in the first hundred of Town Lots in Charlottetown; having a front of 67 feet, Dorchester Street, and running back 80 feet, together with the buildings thereon erected. For further particulars apply to Messrs. HODGSON & McLEOD Charlottetown. Sept. 18, 1879.

NOTES FROM THE CAPITAL.

HOUSE OF COMMONS.

Fishery Award Distribution.

MR. BRECKEN'S SPEECH.

Mr. Brecken.—I agree with a good deal of what has fallen from the hon. the Minister of Railways with respect to the extraordinary course which the hon. member for Inverness (Mr. McDonell) has pursued in introducing this important subject. I did hope that the members from the Lower Provinces, when they braced themselves up to meet this question, would forget party feeling and band together in such a way as to convince the Government that they really and truly believed in the justice and equity of the cause they were advocating. I was surprised and disappointed when such a fierce attack was made upon the hon. member for Halifax (Mr. Richey), for moving the adjournment of this debate. At once hon. members from the Maritime Provinces whose interest it should be to strengthen our hands, pounced upon my hon. friend from Halifax and charged him with having moved the adjournment of the debate for the purpose of indefinitely postponing the discussion of this question. Even the hon. member for Prince (Mr. Yeo), charged his fellow representatives with being servile followers of the Government, ready to do their bidding at the cost of the interest of their constituents on the Island—that we were hollow-hearted in the advocacy of this cause. Charges of this nature coming from the hon. member for Prince are not very disturbing. The hon. member for Inverness had not been on his feet five minutes attributing most unfairly and unjustly partizan and unpatriotic motives to his fellow workers, when I discovered he was describing his own case exactly. The hon. member for Prince has been eloquent in describing his valorous conduct and great services to Prince Edward Island on this question. This is the first I have heard or known of the valuable services of that hon. gentleman. The member for Inverness has undertaken to lecture my hon. colleagues who support the Government, and has attributed to them unwelcome motives. If he wanted to destroy his case and convince this house that he himself was acting the role of a partizan he could not have taken a more effectual course. As the hon. Minister of Railways stated, common prudence should have dictated to the hon. member for Inverness a different line of action. He (the member for Inverness) was a member of a small minority in this house, and while he pretended to base his case upon the broad principles of equity and justice, rather than on the strict rules of law, he, instead of appealing to the sense of justice of the Government before he had any evidence of their insincerity, charges them with an attempt to prevent discussion on this vital question, and refuses to take the assurance of the hon. the Finance Minister, that the Government, in asking for a postponement, did so simply that documents now in course of preparation and which have reference to this subject should be laid before the house, and that the Government had no desire to evade the discussion but, on the contrary, were desirous that it should be debated this session. For myself, I may say I would like to see the promised documents. I am familiar with the correspondence that has emanated from Prince Edward Island and the answer of this Government thereto; but I am not familiar with the documents that have emanated from the other Provinces. Notwithstanding the taunts thrown out by the hon. members for Inverness and Prince, I intend to vote for the adjournment. I have sufficient confidence in the sincerity of the Hon. Ministers of Finance and Railways when they tell this House that they are desirous of having this question disposed of this session, and to take them at their word, and I tell the hon. member that if he really wants some substantial results to flow from the action he has taken in bringing in his resolutions, he had better be less violent in his attacks and not jump at the conclusion that we are likely to see this discussion indefinitely postponed. I have already urged the special and peculiar claims of Prince Edward Island upon the consideration of this Government to a share of the award; but as we are now speaking to the question of adjournment, and as there will be another opportunity, I will not detain the House at present, further than to urge a point that has not as yet been noticed. I would direct the attention of the House to the position of Newfoundland. It is urged by those who oppose the distribution of the award money among the fishing Provinces, that the fishing territory within the three-mile limit is a Dominion interest and not a Provincial right. At present I do not express my opinion one way or the other; but even admitting that the authorities establish the point that these fisheries are Dominion and not territorial rights, still I contend that the fact of the Imperial Government, with the consent of the Dominion, having apportioned a million dollars to Newfoundland, shows that the fishing interests bordering on that Province

were considered practically a territorial and Provincial property, and that by the rights conceded to the Americans under the Treaty, the Island of Newfoundland had suffered a loss equal to the amount paid her. Now, Mr. Speaker, if the position is a correct one, that these fisheries are not territorial rights, then before Confederation they would be considered Imperial. If so, why was not the million of dollars received by Newfoundland paid into the Imperial Treasury. I submit that the Dominion practically stands in the same relation to the different Provinces which compose that Dominion as the Imperial Government does towards Newfoundland. Of course this must be taken in a qualified sense, and is applicable to the settlement of this question. The Mother Country treated the fisheries of Newfoundland as a source of trade belonging to that Province. Why should not Canada take the same view of it and indemnify the Maritime Provinces out of the Award? Five millions and a half has been declared to be the measure of benefit gained by the Americans for their advantages under the Treaty, and the amount of damages sustained by the Maritime Provinces under that compact. I submit that the inhabitants of Ontario and the great Northwest have no greater interest in our fisheries than have the inhabitants of Great Britain in the fisheries of Newfoundland. The Dominion Government have stepped into the shoes of the Imperial Government. Newfoundland has been indemnified for her loss, why should not the Lower Provinces have the balance divided among them in proportion to the loss which they have sustained. The hon. member for Inverness has been very rash and imprudent in the manner in which he has approached this case this evening. I suspect he has been too anxious to make political capital at the expense of those interests which it is his duty to advocate. I hope that the Government will overlook the reckless conduct of my hon. friend, who has constituted himself the champion of the Lower Provinces men in fighting this battle, and that his blundering mismanagement will not injure our cause, or that his sins will not be visited upon the heads of offending members, who are anxious to see justice done in the premises. I trust that the Government will reconsider their determination as affects Prince Edward Island, and will see substantial reason which will justify them in awarding that Province compensation for the loss she has sustained by the serious destruction of her fisheries, a property which, I, submit practically belongs to her.

Correspondence.

We do not hold ourselves responsible for the statements or opinions of our correspondents.

To the Editor of the Examiner.

Sir,—I see in your issue of April 3rd a paragraph for you can call it nothing else, called "Danger in Charlottetown." I see in it no arguments to meet what I said in my last letter about the marriage of cousins, and it is plainly to be seen that the cap fits him, for Mr. D. V. H., whoever he may be, has taken it and worn it voluntarily. I only took the ground that if law allowed marriage of cousins, it should also allow the marriage of a man with his sister-in-law, for looking at both cases how you like, the latter is the least objectionable of the two. Another thing, Mr. Editor, when a person descends to calling another hard names, it is quite plain they have no arguments to back them. I only referred to Tignish merely to bring the matter pretty close home; but if Mr. D. V. H. wishes I can bring it closer home yet, and take the cap that he has worn of his own free will and pull it over his face, so that he cannot pull it off again in a hurry. Yours obediently,
AN EPISCOPALIAN.

Ch'town, April 5th, 1880.

PICTOU IRON.—We have been shown the prospectus of a company likely to be formed for working the iron deposits on the East River of this county. There can be no doubt that our Pictou County iron mines, situated in close proximity to coal, etc., could be worked very economically and profitably, and we trust a start will be made in the matter in the near future. The iron deposits on the East River region are very large, and the ore of very superior quality.—Standard.

Lord Radstock, a pious Irish peer, who has been preaching Evangelical doctrine for a long time with singular success to the aristocracy of St. Petersburg, has converted General Pashkoff, who in his turn is now creating a sensation on the banks of Neva by his sermons. The General is one of the wealthiest landowners in Russia and possesses vast estates in the Ural mountains.

The Princess Louise presented Messrs. Baggot and Madden, who rendered efficient services at the recent accident, with beautiful gold watches, the gift of the Queen.

Two boys were found in a boat, dead, on the 30th, on the lake shore, two miles from Niagara, Ont., supposed to be the two who drifted from Toronto on Sunday.

The proposed railway is under the consideration of a committee of the Newfoundland Legislature.

Newfoundland has sent \$8,000 to the Mansion House committee for the distress in Ireland.

Henry Renouf, Judge of the District Court, St. John's, Nfld, died on the 14th inst.