

The Daily Examiner.

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

CHARLOTTETOWN, PRINCE EDWARD ISLAND, FRIDAY, APRIL 20, 1883.

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ALMANAC FOR APRIL, 1883.

Day	Sun	Moon	High	Days
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Tuesday	4 42	5 24	2 31	6 21
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Saturday	3 4	3 30	4 44	10 7
Sunday	3 2	3 29	5 18	10 49
Monday	3 0	3 28	5 54	11 32
Tuesday	2 28	3 25	6 35	12 0
Wednesday	2 7	3 20	7 22	0 15
Thursday	2 5	3 17	8 15	1 0
Friday	2 3	3 13	9 13	1 44
Saturday	2 1	3 10	10 14	2 41
Sunday	1 59	3 7	11 17	3 44
Monday	1 47	3 4	12 19	4 46
Tuesday	1 35	3 1	1 21	5 41
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Thursday	1 11	2 54	3 18	7 15
Friday	1 0	2 50	4 21	8 47
Saturday	0 58	2 46	5 21	9 25
Sunday	0 56	2 42	6 21	10 6
Monday	0 54	2 38	7 20	11 33
Tuesday	0 52	2 34	8 20	12 6
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Thursday	0 48	2 26	10 12	14 16
Friday	0 46	2 22	11 3	0 53
Saturday	0 44	2 18	12 49	1 35
Sunday	0 42	2 14	1 59	2 21
Monday	0 40	2 10	3 14	3 14
Tuesday	0 38	2 6	4 23	4 9

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ATTORNEYS-AT-LAW
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JAS. DESBRISAY.
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PROVINCIAL LEGISLATURE, HOUSE OF ASSEMBLY.

OFFICIAL SUMMARY.

TUESDAY, April 17.
Mr. SPEAKER took the Chair at 12.30 p. m.
The Bill intitled "An Act to enable the Trustees of the Baptist Church in Charlottetown to sell certain lands," was read a second time, committed to a Committee of the whole House, reported agreed to with an amendment, ordered to be engrossed, and read a third time to-morrow.
Mr. J. R. McLEAN asked if the Government intend this summer to open a new line of road from main Post Road at Little Harbor, Lot 46, to Little Harbor Beach.
Mr. CAMPBELL replied that the matter had been brought under his notice when in that locality. No action had been taken, and it was not decided whether the road will be opened or not.
"The Appeal in Equity Act, 1883," was read a third time and passed.
At 1 p. m. the House adjourned for one hour.

After recess,—
Mr. SPEAKER took the chair at 4.30 p. m.
Mr. BEER asked for copies of returns of Bank of P. E. Island, filed in the office of the Provincial Secretary, during the last four years.
Mr. SULLIVAN said that, since Confederation, the Banks are under no obligation to make returns to the Local Government; but if there are any, they will be brought forward.
Mr. SULLIVAN in moving the House in Committee of the whole to resume the consideration of the various Despatches upon the table of the House, said that, upon the subject of Winter Communication, his remarks would be brief, as discussion had been had thereon upon more than one occasion. The Dominion Government undertook at our entry into Confederation, to maintain efficient steam service, and continuous communication with the mainland and the railway system of Canada. Up to the present time, they have failed to carry out these terms satisfactorily. In 1881, an address of the House to the Legislature was forwarded to the Governor-General, directing the attention of the Dominion Government to the non-fulfilment, on their part, of the Terms of Union in this respect, and the Local Government have ever since continued to urge upon them the necessity of doing so. In February last a deputation visited Ottawa for this purpose. The result of their mission is, to some extent, before the House. They had had several interviews with the Cabinet, who expressed themselves as anxious to fulfil their share of the compact, but seemed to be at a loss to know in what direction this can be done. The subject is at present receiving their earnest consideration. A Committee of the Commons has been enquiring as to the best means of overcoming the difficulties of winter communication. They have not yet reported, and until they do so, it is unlikely that the Dominion Government will take any action. It was expected that the report would be made yesterday. It is the duty of this Province to urge the matter upon the attention of the Dominion Government. The belief that continuous communication could be obtained was a great inducement to us to enter Confederation. Previous arrangements in that line had been very defective. The deputation were assured that nothing would be left undone on the part of the Government to satisfy the Island in this respect. A grant has been made for the construction of a Branch Railway to Cape Traverse, and they were assured that the work will be commenced this spring, and will be finished in the autumn. The deputation felt it to be neither their duty, nor the duty of the Government, to point out to the Dominion Government the manner in which the Terms of Union, in this respect, should be fulfilled. Probably, there is no person on the Island with sufficient experience to justify him in pointing out the best way of maintaining a ferry with the mainland. Our duty is to continue to urge upon the General Government the necessity, and their obligation, of fulfilling the Terms of Union.

Mr. SINCLAIR said, we have been treated in a way in which we should not have been. Our commerce and trade have suffered in consequence. The agreement with the Dominion was for passenger and mail service, and if that were regularly kept up, we would be benefited in other ways. The only attempt made has been the construction of the "Northern Light." Her performances have clearly shown the practicability of the winter navigation of the Gulf. She is too small, however, and not powerful enough in heavy ice, but has done remarkably well. There should be two steamers on the route. The better way is not to advise the Dominion Government as to the proper mode, but to insist upon them carrying out their part of the agreement. The people of British Columbia had no more hold on the Dominion Government than we have, and look at the millions that are being spent to carry out the agreement with that Province. This year the Dominion Government have neglected their duty more seriously than in any previous year. We might have had regular communication, at least once a week, all winter. The Provincial Government should frame a minute as strong and truthful as possible without exaggeration, and press our claim upon the General Government for compensation for the loss we have sustained by reason of the non-fulfilment of the Terms of Confederation in this respect. Let us show them that the people of this Province are alive to their interests, that we have been deprived of our rights which were stipulated when we entered into the treaty of Confederation, and that it is their duty to fulfil those stipulations or compensate us therefor.
Mr. PATRICK said the question under con-

sideration was not a new one, but was of such importance that it should not be hastily passed over. The more it is talked of here and discussed, the more will the people think about it, and urge upon their representatives to press for their just rights. When we entered the Confederation upon certain specified Terms, each party was bound to fulfil its sacred obligations. These Terms did not become law by the legislation of the Dominion and this Province only, but were made effectual by order of Her Majesty the Queen in Council. For many years this Island was not anxious for Union, and resolutions were adopted to the effect that no Terms could be offered which the Island would accept—at last, her public men saw that to keep out of the Union was an impossibility, and it became a race between political parties as to which would have the inside track. Messrs. Haythorne and Laird went to Ottawa, and negotiated certain Terms, and it was upon these, modified and amended by the subsequent delegation of Messrs. Pope, Haviland and Howland, that we were admitted, but the clause guaranteeing efficient steam service was agreed to with Messrs. Haythorne and Laird. It had been a question with him whether the gentleman who negotiated the Terms really understood that we were to have what was guaranteed. At the time there was a good deal of confidence among public men that this communication could be kept up; but it appears from the text of the clause, that our delegates were not so very certain, and they so worded it that, if their hopes failed to obtain uninterrupted communication by navigation, it would be secured in some other way. This communication, to be efficient, must be equal to the wants and requirements of the Province. Upon the exports of the products of our agriculture and fisheries we must depend, to a very large extent. We have no mines, minerals, nor extensive forests; and this service, to be efficient, must take all our surplus produce at such times as best suit the farmers, and bring back our imports when required by the merchants. If our communication were continuous, there would be no such rush of exports in the fall as at present; but we could ship regularly and take advantage of foreign markets. We are now forced to send our produce to market all at one time. The result is that the prices immediately fall. The service is made to include mails and passengers, to show that it should be so regular that it could convey even these. It was not only to be continuous with the Mainland, but with the Railway system of the Dominion. The inference is that our communication was to be as efficient as the system with which we should be connected. If the people had been told that this clause of the Terms was not to be literally carried out, it is likely they would have gone into Confederation! Isolation had always been our principal difficulty. The Dominion said we will place you in the same position as Nova Scotia and New Brunswick, we will give you efficient steam service and continuous communication, then your most important objection will be removed. We must insist upon the literal interpretation of these terms. He was surprised to hear the remarks of Mr. L. H. Davies in the House of Commons, when he said he would be sorry to adopt the extreme language of some of the resolutions which had been passed at public meetings upon this question. The strongest resolution passed was proposed by Mr. Davies' political friend, Mr. Alexander Laird, wherein it was declared that the compact of Union had been broken. The conduct of prominent men like Mr. Davies is retarding the solution of the question. The electors should give their representatives to understand that they must keep to the wishes of the people or retire. Let the people unite and demand a literal fulfilment of the terms in the same way as British Columbia did. They succeeded, and the result of their demand is the construction of the Pacific Railway. As a fulfilment of the Terms of Union, the "Northern Light" has been a miserable failure, she has been an injury and not a blessing to this Province. Tens of thousands of dollars worth have been locked up in Georgetown all winter, and the same in Pictou, the owners depending upon the "Northern Light" to carry the goods over. He could not agree with the recommendation that there should be two steamers. It would certainly be an improvement, but if we make a suggestion, it will be an indication that we are not seeking for the fulfilment of the terms, but for something instead. We have already prepared as strong a minute as can be framed, covering the whole ground, and he had heard no condemnation of it by the press. If the Dominion Government fail, the only course left open is to appeal to the British Government, and he did not believe that the Dominion Government will take up the matter satisfactorily unless forced by the British Government. We have a strong claim for compensation, and it is impossible to estimate the loss we have sustained by the negligence of the Dominion Government. When we entered Confederation, it was with the understanding that the tariff would not exceed 15 per cent., and also that every effort would be made to secure reciprocity with the United States. Instead, however, we have not efficient steam communication, the tariff is very much higher, and instead of Reciprocity, we have a policy, the best suited for the Dominion as a whole, but not calculated to benefit us as much as the other Provinces. Until we have efficient communication, we cannot participate in the blessings conferred by the National Policy. There is nothing to prevent this Island becoming a seat for manufactures as well as the other Provinces. The Lower Provinces are destined to become the manufacturing centre of the Dominion. He trusted that the Opposition in the House and in the Press will not make this a party question, but will lend their influence to any Government who will insist upon the literal fulfilment of the Terms of Confederation.

of the greatest importance; how is the Dominion to do justice to us and carry out the contract? It is better for the Government to suggest a way by which the terms can be fulfilled. The "Northern Light" has been a partial success, but there is a difference of opinion in this respect. He quoted Senator Carvell's evidence before the Committee of the House of Commons. Experienced men, who have been on board of her, say she is not a suitable model. The Government should suggest the placing of two large steamers on the route to test the practicability of winter navigation. Both Governments at Ottawa are to blame in the matter. The McKenzie Government did all that had been done, but we have only the same means of communication now as eight years ago.
Mr. FARQUHARSON would throw no obstacles in the way of any Government of fulfilling a fulfilment of the Terms of Union. We have been badly used, and the Dominion Government have acted dishonestly in withholding our just rights, while we have carried out our part of the bargain. He trusted that the delegates, who went to Ottawa, placed our claims sensibly and forcibly, without exaggeration. A great deal may be done if attempted in a business-like way. Compensation for the loss we have sustained in this matter, is of far more importance than the money we may get for the piers. He would like to hear from the delegates upon this matter, and also about the fishery award, and the reciprocity treaty, and if any absurdities, such as a tunnel under the Straits were spoken of. Under all the circumstances, a tunnel from New York to London would not be so great an undertaking as one under the Straits. If we cannot get the Terms carried out better and more honestly, we should rebel against fulfilling our part of the agreement.
Mr. BEER considered that actions speak louder than words, and this is true of the Dominion Government. No matter what their anxiety may be, their actions are totally at variance with their words. There is nothing in the despatches before the House to show that they evinced any anxiety, and Sir John's letter, promised in his telegram, has not yet come to hand. We have no guarantee that the Cape Traverse Railway will be built this year. He would support a resolution to go to the Queen, and ask that, if the Dominion Government are not prepared to carry out the Terms of Union, we should be granted our liberty. The "Northern Light" has been a great benefit, for which we may thank Mr. McKenzie's Government. She could not run last season as she might, in the face of the instructions received from Ottawa. He trusted that a resolution would be submitted, claiming indemnification for loss incurred in our traffic on account of the lack of accommodation. The best way is to assert our rights, and call upon the Dominion Government to carry out the terms by tunnel, or any other way possible. The Pacific Railway was calculated to open up the country, which would not be the case with a tunnel. The cases are dissimilar. He moved adjournment of debate, which was carried.
Mr. SPEAKER read a letter which he had received, inviting the House to attend a public temperance meeting, on Wednesday evening, and to occupy seats on the platform.
At 6 p. m. the House adjourned for one hour.
(To be continued.)

Mount Mellick Notes.

A lively discussion took place in the School-room here on Thursday evening last, 12th inst., under the auspices of the "Farmers' Debating Club," on the all important subject: "Will Creameries and Cheese Factories conduce to the prosperity of the farmers of this Island."
Thos. Delahanty, Esq., opened the debate in a short and spirited speech in favor of Creameries, ably supported by Francis Praught, Esq., and others. Messrs. Michael Haley, Joseph Praught—and others, making a good opposition.
The discussion being one of unusual importance to farmers, was both lengthy and animated. At a late hour the house was divided, majority in favor of Creameries, the leader in opposition voting with the majority, thus showing that the arguments adduced in favor of Creameries and Cheese Factories must have been most conclusive and convincing. The farmers of this section are of opinion that factories of this kind are a great benefit, and should be supported.

A PATENT SWITCH.—Last evening about five o'clock, a patent switch, the invention of an American gentleman named Cooke, was tested in the Moncton station yard in the presence of trackmaster Triton, Mr. F. S. Archibald, Mr. Taylor, and other officials and employes, and Mr. Cooke, the patentee. The patent consists of rail fixtures connected with the main line of track in such a manner as to prevent a train coming from "sidings" from leaving the rail in case the switch should not be set right. It is likely that the invention will be further tested on the road. The general opinion is that the device is a good one, though cumbersome. One objection to it is that it makes the switch hard to turn and therefore it would be inconvenient where much shunting is done. The invention is in use on the New York Central Railroad. It is patented in 1871, 1877 and 1882.—Moncton Times.

A NERVE and brain food is needed in all cases of nervous and sexual prostration. Mack's Magnetic Medicine meets this want more effectually than any other preparation, and the price brings it within reach of all. Sold in Charlottetown by Apothecaries Hall Co. Read the advertisement in another column. [all 2w eod wky.]

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PEAS, Beans, Beet, Carrots, Parsnips, and Cabbage Seed, in large quantities at COLVILLE'S [mar 27 w wy 6i]