

The Daily Examiner

MARCH 17, 1886.

The Stipendiary Magistrate's Charge.

CONTRARY to usage, the monthly charge of the Stipendiary Magistrate to the Police Force of this city was yesterday delivered in public. We congratulate His Honor upon this innovation, and trust it may be a precedent to be followed in the future. There seems to be no good reason why these general charges should be given in private; and publicity is decidedly beneficial, if for no other reason than that it serves to enlighten an interested people—hitherto kept very much in the dark about matters connected with the Police.

As a result of the public charge delivered yesterday, we now know, from the lips of the Magistrate himself, that it is "the plain duty and only course of the policemen to enforce the laws," and that it is his duty to "see that the laws are enforced." Whatever doubt may have been created by the fact that, day after day, week after week, and month after month, violators of the law have been allowed to go unwhipped of justice while the Police idly walked the streets and the Magistrate sat on the bench, is now removed. The citizens now know for certain that the policeman are responsible for the enforcement of the law, and that the Magistrate is responsible for the police. The matter is therefore reduced, by the Magistrate, to this,—that if the laws are not enforced, the Magistrate himself is alone accountable to his law-abiding fellow citizens.

It might from this be argued that the Magistrate is alone accountable for the derelictions of duty in past years; and we might ask how many of the three hundred prosecutions under the Canada Temperance Act were brought at the instance and on the information of the policeman? The fact that Mr. Crawford and the Dominion Alliance prosecuted offenders against the Scott Act made no difference in the duties of the Police and the Magistrate. Their duties in the years that are past, were, as they are now, "to enforce the laws," and to "see that the laws are enforced." But we have no desire to press the point or to indulge in any recrimination. Indeed we are highly pleased that, at last,—late as it is—everyone clearly understands:

1. That the Policemen are to enforce the laws, and that—while a large majority will give them credit if they do their duty manfully and energetically—no one can rightfully blame them or find fault with them for doing so.

2. That if the laws are not enforced, the Stipendiary Magistrate, who has the power to punish or dismiss the Policemen for dereliction of duty, is to be held personally responsible and accountable.

These points being clear, we trust that the Policemen and the Magistrate will now go to work as men who know their duty, and, knowing, dare perform it.

While making his charge to the Policemen, the Magistrate referred to "a portion of the press" as possessing "very little knowledge of the subject." We have no doubt that His Honor referred to THE EXAMINER. While His Honor's knowledge of the Policemen and their ways, is, no doubt, superior, we may be permitted to say that THE EXAMINER's remarks were founded solely upon facts which were known and admitted. His Honor had suspended three Policemen "because of intemperate habits," and everyone is aware that the Scott Act is violated daily. On these two facts we justify all that THE EXAMINER has said about the Police and the Magistrate, whose duty it is to "enforce the law," and to "see that the law is enforced." We are well aware that it is, at times, considered good policy to "set a thief to catch a thief"; but we fancy that a majority of right-thinking citizens will agree with THE EXAMINER that it is folly to expect the Canada Temperance Act to be enforced by men of "intemperate habits." The only hope of law-abiding citizens is in the radical reform of all Policemen of intemperate habits, or in their dismissal.

Our Railways.

It is stated that there are in Canada about eleven thousand miles of railway. Of these, 3,325½ are owned by the Canadian Pacific Railway Company, and 1185 by the Government of Canada.

Mr. Schreiber reports that the rolling stock of the C. P. R. "is first-class in every respect," and says "the passenger car stock is especially admirable, the dining and sleeping cars being most elaborately fitted up, both as regards comfort and beauty; while I may safely say that the other classes of passenger stock are not excelled on the American continent." There are, in connection with the C. P. R., 245 engines, 78 first-class cars, 33 second-class cars, 48 baggage and mail cars, 25 dining, sleeping and palace cars, 10 immigrant sleeping cars, 4,386 platform freight cars, 1,867 box and cattle cars, 126 conductors, vans, pay cars, &c., 8 derrick and coal cars, and 19 snow ploughs.

The amount which the C. P. R. Co. now owe the Government is \$29,880,912 bearing interest, paid yearly to the Government, at the rate of 4 per cent. A temporary loan of \$5,000,000 was made to the company on the 28th of July, 1885. The amount was, however, returned by them—\$3,000,000, on the 2d of September, and \$2,000,000 on 2d November last. Of the subsidy of

\$25,000,000 the Company have obtained \$24,544,912.87, and only 455,087.13 remain to be paid.

On the Government railways their was a total loss on working in the past year of \$125,467.46—or \$73,324.26 on the Intercolonial, 52,618.95 on the Prince Edward Island and \$5,238.64 on the Eastern Extension. On the Windsor Branch alone there was a small profit amounting to \$5,699.39. As to the Intercolonial, Mr. Schreiber remarks that much of the expenditure has been made for improvements, which might properly have been charged to capital account in place of to working expenses, as has been done in the present case; the clearance of snow also proved a very heavy item of expenditure, the cost being \$76,000.

During the past year, while the increase in through freight on the Intercolonial has been 58,000 tons, the gross tonnage carried is less than in the previous year. The local passenger traffic shows an increase of 8,000, but the through passenger traffic a decrease of 14,000. The quantity of goods landed at Halifax from ocean steamers for transport over the railway shows a considerable increase; and the earnings, and the amount of freight traffic have more than doubled in the nine years of operation, while the passenger travel has increased by about one-third.

Mr. Schreiber states that the P. E. Island Railway is in a very efficient condition, and the rolling stock has been well maintained; and when the balance of the original freight car stock, 40 box and 12 platform cars, is rebuilt, the entire stock will be in first-class order, and of much greater carrying capacity than the original car stock, cars of a capacity of 10 tons being substituted for the old 8-ton cars in the process of renewing. The rolling stock provided for this Railway on Capital account consists of:—

Engines.....	21
First-class cars.....	17
Second-class and baggage.....	15
Postal and smoking.....	3
Box and cattle.....	175
Platform.....	125
Conductors' vans.....	3
Paymaster's car.....	1
Snowploughs.....	8
Flangers.....	7

Of this stock the following was rebuilt during the year:—

Box cars.....	43
Platform cars.....	1
Snowploughs.....	1

The cost of the P. E. Island Railway and rolling stock up to the 30th June last was—Mr. Schreiber reports—\$3,731,312.56.

St. Patrick's Day Celebration.

TO-DAY being the feast of St. Patrick, it was celebrated as usual by the Irishmen of this city. The weather was all that the most fastidious could desire. At an early hour the people were astir, the streets gayly decorated with bunting, and Erin's emblem—the Shamrock—was conspicuously paraded by all lovers of the "old sod." At nine o'clock the members of the Benevolent Irish Society assembled at their hall, Prince Street, from whence the procession was to start. Half an hour later the men were formed in line and, headed by the City Cornet Band, playing popular Irish airs, marched to St. Dunstan's Cathedral, where a Pontifical High Mass was celebrated, and an eloquent sermon preached by Rev. Father Boyd. The Cathedral was uncomfortably crowded, and many were obliged to remain outside, being unable to obtain admission. At the conclusion of the service the procession was re-formed, and headed by the band, paraded some of the principal streets of the city. The streets along the route were crowded with people, and many favorable comments were made concerning the appearance of the Society. On their return to the Hall, the President congratulated all concerned in the celebration on the success of their efforts. The celebration will conclude with a grand Concert in the Market Hall to-night. The programme has been carefully arranged, the Hall tastefully decorated, several large electric lights put in, and those who attend will spend an enjoyable evening.

Information Wanted.

SIR,—Can you inform me when the Patriot is likely to get through with the report of the Auxiliary Bible Society meeting which I observe is "to be continued." I wish to send an account of the meeting to an evangelical friend, and as THE EXAMINER has not published it, I shall be obliged to make use of the Patriot, if not too bulky.

Yours, &c.,
ENQUIRER.

St. Patrick's Day, 1886.

Voters Forms.

Electors for King's County can procure the necessary forms for registering their votes from the following gentlemen:—

- Albert Aitken, Pius Flannagan—Georgetown.
- Wm. Machon, Albert Prowse—Murray Harbor South.
- Angus McPhee—High Bank.
- A. J. McNis, Murray River.
- John Jamieson, Samuel Johnston—Murray Harbor North.
- Dr. McIntosh—Murray River.
- John M. Hughes—St. Mary's Road.
- Jas. Phillips, Jas. M. Aitken—Montague.
- Donald M. Campbell, Angus McLeod—Brown's Creek.
- Thomas Lannan, Patrick Koughan—Lot 66.
- William Sullivan—Sparrow's Road.
- John Kenney—Baldwin's Road.
- James McAulay—Pisquid Road.
- William Shaw—Montague.
- John Sigworth—St. Peter's Road.
- Neil Nicholson—Pisquid Road.
- John McMillan—Narrow's Creek.
- Thomas Hughes—Lauching.
- Samuel McDonald, George McKenzie—Dundas.
- Charles McDonald—Little Pond.
- John Nichol—Annandale.
- Eug. Currie, Henry R. Mooney—Peake's Station.
- John McDonald—Head Hillsborough.
- Charles MacAdam—Savage Harbor.
- John Dunphy, Peter Duffy—Morell Rear.
- Daniel Simor, Robert N. Cox—Morell.
- Andrew McDonald—Fable Head.
- J. A. McLaine—St. Peter's Bay.
- John P. Sullivan, Geo. H. Dingwell—St. Peter's Bay.
- Donald J. McDonald—Monticello.
- E. B. Muttart, John McLean—Souris.

See our prices on white and grey cottons.—Jas. Paton & Co., Market Square, march 15

First Canadian Cardinal.

MONSIEUR TASCHEREAU ELEVATED TO THE CARDINALATE.

The news of Mgr. Taschereau's elevation to the purple is confirmed, and is the subject of much rejoicing among his clergy and people of Quebec. His installation, however, will not take place until the June consistory, when a special Nuncio, a Nuncio Secretary, and a Guard Noble will be sent from Rome to Canada to bring the biretta, which will probably be delivered to the new Cardinal by Lieut. Governor Masson as the highest Catholic civil dignitary in the Province. Ezzar Alexander Taschereau, the first Canadian Cardinal, was born at St. Mary's, Beauce, on the 17th of February, 1820, and is consequently now in his 67th year. His father was the Hon. Thomas Taschereau, a prominent member of the Old Lower Canadian Assembly, and one of the signers of the celebrated '92 resolutions, with Papi-neau. His mother also belonged to prominent and patriotic family, the Panets. He was educated at Quebec Seminary, and after completing his education received ecclesiastical tonsure at Rome on the 20th May, 1837, at the hands of Mgr. Platte, Archbishop of Trebizond. He was ordained priest at Quebec on the 10th September, 1842, and in 1847 volunteered for hospital service at Grosse Ile during the great typhus fever epidemic among the Irish immigrants. Catching the disease he was brought to death's door and narrowly escaped paying the penalty of his life for his devotion. He entered Quebec Seminary as a professor in 1849, becoming director of the Grand Seminary and Superior in 1859, second Rector of Laval University in 1859, succeeding L. J. Casault, its founder, as First Rector, and Vicar-General of the archdiocese of Quebec to Archbishop Baillargeon in 1862. In 1864 he went to Rome, where he took degrees of a doctor of canon law. On this occasion he was also the bearer to Pius IX. of the decrees of the Second Provincial Council of Canada. In 1871 he was deputed by the then Pope to carry back from Rome to Quebec, the bulls authorizing his own consecration as Bishop in partibus and coadjutor to Archbishop Baillargeon, with the right of succession to the arch-episcopal see, but on his return to Quebec and before his consecration could take place, Archbishop Baillargeon died, whereupon on the 19th March of the same year, he was

CONSECRATED ARCHBISHOP

of Quebec. Archbishop Lynch, of Toronto officiating. The new Cardinal, who is a brother of ex-Judge Jean Thomas Taschereau, and uncle of Judge Ezzar Taschereau, of the Supreme Court; Henri T. Taschereau, of the Superior Court, and Mr. Taschereau, M. P. for Beauce, is the last survivor of the priests who signed the petition for the royal charter of Laval University and, has been identified with the progress of that great institution ever since, having been sent to Rome with the late Mgr. Horan, Bishop of Kingston, to defend its interests there in 1865. It was at Archbishop Taschereau's instance that the late lamented Bishop Conroy came to Canada as Apostolic Delegate to settle the vexed questions of clerical interference in politics, which was done effectually and to the satisfaction of those who had been alarmed over it. On Mgr. Conroy's death, Mgr. Smeulders was deputed by the Pope to finish the work left uncompleted by his predecessor. During this phase of the question, much angry feeling was aroused, and Archbishop Taschereau was the object of much bitter persecution at the hands of the enemies of Laval University, so much so that it was even attempted to have him deposed from the office of Archbishop of Quebec. However, justice prevailed at last, the Laval troubles were ended, and its future prosperity secured.

New Fire Alarm.

(Weekly Observer, Harvey, N. B.)

Mr. T. H. Prescott, manager of the Anglo-American Telegraph Company at Sackville, has invented an automatic electric fire-alarm. It operates by means of the electric bell. Heretofore no automatic system has been adopted for giving alarms, the only service of the electric system being to enable the watchman to sound the alarm. Mr. Prescott's invention consists in making the heat from the fire sound the alarm, and is remarkably simple in design. He places wax or other material that fuses at a low temperature in the locality to be protected; when the heat softens the material a spring is released that puts on the battery, and thereby sounds the electric bell.

The invention spoken of above consists of a round metallic flanged box, having two connections for the wires, one of which is insulated from the box, and is one point of contact. In the bottom of the box is poured molten fusible material, a disc is pressed down on the fusible material and allowed to cool, a spring fastened to the inside of the box and intended as a second contact point is held from contact by a lug on the disc. The heat softens or melts the fusible material, the spring turns the disc (as a wheel on an axle) the spring brings up on the insulated contact point sounds the alarm. They can be set at any temperature desired, and are not only suitable for buildings, ships' holds, etc., but can be attached to the city fire alarm system.

Mr. Prescott has patented his invention in the United States, and filed a caveat in Canada. He has just returned from Boston, where he received a good offer for his right.

A sensational despatch has been going the rounds of the Canadian and American press to the effect that the schooner A. E. Horton, which escaped from Guysboro many years ago when under seizure for violating Canadian fishery laws, and was recently sold to parties at Digby, had been seized by the collector there, in connection with the old offence. The Digby Courier says: "We are informed that the report which has been circulated through the press that the schooner A. E. Horton, lately purchased by Capt. Joseph Snow, had been seized by the Collector of Customs, is quite untrue."

A wonderful Chinese boy is mentioned in the report of a missionary at Pekin. At a recent examination he repeated the entire New Testament without missing a single word or making one mistake.

Barbadoes Molasses.

200 Pans, very choicest in the Market.

CARVELL BROS.

Ch'town, March 17—2i pat

RICE.

75 Bags Bright and Well Cleaned.

CARVELL BROS.

Ch'town, March 17—2i pat

Baking Soda.

60 Kegs.

CARVELL BROS.

Ch'town, March 17—2i pat

LAMP CHIMNEYS.

25 Cases, Small, Medium and Large.

CARVELL BROS.

Ch'town, March 17—2i pat

DIAMOND DYES.

400 Dez., All Colors—just received.

CARVELL BROS.

Ch'town, March 17—2i pat

Manilla and Marline.

800 Coils, Sisal, Mixed and Pure Manilla, 25 Bales Marline.

CARVELL BROS.

Ch'town, March 17—2i pat

Clerk Wanted,

FOR a merchant's office, a capable young man of some experience, must write a good hand. Address,

"MERCHANT,"
Post Office Box 19,
Charlottetown.

March 17—2i pat

BARCLAY & CO.,

GENERAL

Commission & Shipping Merchants,

191 Atlantic Avenue, Boston.

EIGHT years' experience in this market. Over fifty thousand bushels P. E. I potatoes received by us last fall. Our patrons all satisfied. Vessels chartered for potato freights at short notice. Write for market reports.

Specialties—Potatoes, Mackerel, Canned Lobsters, Eggs.

March 17, '86—3mo eod

Painters' Supplies!

—FOR—

House and Carriage Work.

20 barrels Raw and Boiled OIL.
15 tons WHITE LEAD and COLORS, imported direct from Thos. Hubbeck & Son, London, England.
5 barrels TURPENTINE, VARNISHES, BRUSHES, PUTTY.

Prices low.

NORTON BROS.

Ch'town, March 17, '86—d law 3wks wy 2i

Flour, Sugar, Oil, &c

BY Auction, WEDNESDAY, March 24th, at 11 o'clock, at my Auction Rooms:—
One carload Flour (superior extra), 1 carload Flour (patent), 25 barrels Vac. Pan Sugar, 30 casks Kerosene Oil, 20 boxes Val. Raisins, 10 boxes Cheese (factory), 50 boxes Boneless Fish—all of which must be closed out.

Terms at Sale.

A. McNEILL,
Auctioneer.

March 17—5i

Prime Codfish.

50 QUINTALS choice Table Codfish, selling at \$3.50 per 100 lbs.

FOR SALE BY
HORACE HASRARD.

Ch'town, March 6—2wks eod

P. E. ISLAND RAILWAY.

SEALED TENDERS, addressed to the undersigned, and endorsed

"Tender for Steam Coal,"

will be received until SATURDAY, APRIL 10th, inclusive, for the supply of Six Thousand (6,000) Tons of the best fresh-mined ROUND STEAM COAL for locomotive use. Tenders to state the price per ton of 2,210 lbs, delivered as follows:—
Charlottetown..... 3.150 tons.
Summerside..... 2.100 " "
Georgetown..... 300 " "
Souris..... 300 " "
Cape Traverse..... 150 " "

At least one-quarter of the whole quantity required, at each of the above-mentioned stations, to be delivered on or before the 30th day of JUNE next, and delivery of the whole to be completed on or before the first day of OCTOBER, 1886. The first payment will be made in July, and monthly thereafter. Ten (10) per cent will be retained from each payment until the final and satisfactory completion of the contract. The Department does not bind itself to accept the lowest or any tender.

JAMES COLEMAN,
Superintendent.
Railway Office, Ch'town, March 16, 1886—dy3i wy 1i pat

House for Sale,

SITUATE on King Street, opposite the residence of P. Blake, Esq. The building is in thorough repair and contains, on the first floor, a front and back shop and two large rooms; also, a large kitchen built on to the house, fitted with many conveniences—pump, wash boxes, &c., and a good large pantry; second floor, four large rooms; third floor, four large rooms both flats having nice halls. The house is well finished throughout, and very convenient. The cellar is frost-proof and contains a large brick pantry with cement floor. A water pipe conducts rain water to the cellar. Outbuildings are large and convenient. Possession given from 15th April.

Apply on the premises to the Subscriber, MRS. JAMES STANLEY.
March 12—pat

A Large Stock of New and Fashionable Hard and Soft Felt

HATS!

Selling at Way-down Prices,

— AT —

STANLEY BROS.,

Brown's Block, Opposite Market House.
Ch'town, March 17, 1886.—dy wky

BRITISH WAREHOUSE,

33 QUEEN STREET.

EXTRA value for MARCH and APRIL in Table Damasks, Napkins, Sheeting, Pillow Cottons, White and Gray Cottons, Towelings, Tickings, White and Colored Knitting Cottons,

CARPETS AND OILCLOTHS.

1 CASE EMBROIDERY,

direct from Switzerland, just opened.

A. L. BROWN.

Ch'town, March 15.—wky

JAS. PATON & CO, MARKET SQUARE,

OFFER special inducements to purchasers of House Furnishing Goods, during the month of March. Those in need of Carpets and Oilcloths should give us a call. Our stock is pronounced the largest and cheapest in the city, and entirely new.

100 rolls Carpet, in Brussels, Tapestry, Scotch and Hemp.
75 " Oilcloth, from one foot to twelve feet wide.

A special lot of Scotch and Union Carpets will be cleared out at cost. See these, as they are genuine Bargains.

Grand value in White and Grey Cottons, Shirtings, Print Cottons, Cretonnes, Table Linens, Towels and Bed Tickings, 1,200 pairs Corsets, cheap.

Gilray's Patent Lace Curtain Stretcher. Ladies should see them.

JAS. PATON & CO.,

SUCCESSORS TO

W. A. WEEKS & CO.,

March 5, 1886.

BEER BROS.

MARCH.

SPECIAL Prices on HOUSE-FURNISHINGS:

CARPETS,
OILCLOTHS,
ROOM-PAPER,
CURTAINS,
SHEETINGS,
TOWELLINGS,
TICKINGS,
CRETONNES,

CARPETS,
OILCLOTHS,
ROOM-PAPER,
CURTAINS,
SHEETINGS,
TOWELLINGS,
TICKINGS,
CRETONNES,

Exceptional values in White Cottons and Embroideries.

We invite you to compare these with similar goods offered elsewhere, and feel confident you will find it to your advantage to purchase at

BEER BROS.,

73 & 75 Queen Street.

Ch'town, Feb. 27, 1886.