

THE DAILY EXAMINER. FEBRUARY 1, 1882.

Bank of P. E. Island. THE MEETING TO-DAY—THE BANK TO RESUME ON CERTAIN CONDITIONS.

A MEETING of the Depositors and Stockholders of the Bank of P. E. Island was held in the Masonic Hall to-day, at 11 o'clock.

Moved by H. J. Candall, Esq., seconded by Charles C. Gardner, Esq. Resolved, That we, the depositors in and other creditors of the Bank of P. E. Island do hereby agree, in order to assist in the resumption of said Bank, to allow our deposits or debts, as our case may be, to remain in the hands of the Bank for three years from the day of resuming business without interest payable in three equal annual instalments, the first instalment to be paid at the expiration of twelve months from the aforesaid date.

Moved by Rowan R. FitzGerald, Esq., seconded by John Ings, Esq. Resolved, That the sum of \$75,000, offered by the Directors to assist in the resumption of this Bank be accepted, the said Directors also paying the same calls on their stock as other shareholders; and that the shareholders, for the like object, pay into the Bank funds absolutely forty dollars per share, payable, half on the 15th Feb., inst., and the balance on the 20th May next, the last instalment to be secured by their promissory note, bearing interest at 7 1/2 per cent.

It may, therefore, be concluded that the bank will resume, subject to one condition, viz:—That the Depositors and Creditors of the Bank sign the agreement as set forth in the first resolution. On no other consideration will a resumption of the Banks business be possible.

The meeting adjourned until Wednesday the 15th inst. In the meantime Committees will be set to work to obtain the signatures of Creditors and Depositors to the above-mentioned agreement.

Newspapers as Moral Police.

THE strictures of our correspondent "Nl Desperandum" are not without some force. But who are these "bank robbers" to be shown up? The press of this island do not usually spare denunciation in such a case; and if the Bank's Director's will but take the responsibility of publishing the names of those who, by their wish arts, have brought the Bank to the brink of ruin, we have no doubt that the Press will take the responsibility of making this community too hot to hold them long.

The Credit Fonote.

The statement that the Credit Fonote contemplated discontinuing operations in Montreal is denied by Mr. Wurtel, the managing Director at Montreal. But Mr. Wurtel frankly admits that the Company, in view of the present state of the money market, and the possibility of the same thing occurring again, intend applying to Parliament to remove the restriction contained in the Federal Act, which limits it to a rate of six per cent. on its loans.

The following facts show how absurd are the predictions that points on lines of travel must necessarily become places of consequence at the expense of towns which are already centres of trade.

When the Grand Trunk boom was abroad, about thirty years ago, town plots were laid out at every station and cross roads. Scarborough Junction is not much of a place to-day; there is an hotel there and a couple of houses, and you can get all the land you want for about \$50 to \$80 an acre. But when the Grand Trunk was building, it was town-letted, sold at high prices and ruined many a person. A place was also laid out as York, and to-day you can't find it. Milton, on the west side of Toronto, was sold off in lots. Land is less than \$100 an acre there to-day. Gordon Brown, Sandford Fleming and others got up a town and called it Balmain, on the Grand Trunk somewhere between Toronto and Weston. A great tent was put up, beer flowed as water, an immense sale of lots took place, and every one lost his money. Every one seemed mad to buy the lots. You could not find Balmain if you went out there to-day. Milton is a station further up the Grand Trunk. It was to become a mighty centre of commerce. Well, lots in the great (prospective) town of Milton were sold by auction in Montreal and other towns for \$200 a lot; now they won't bring \$50 an acre. Brampton has got to be something, but many a hand earned dollar was lost there in lots. One man bought a number of lots there at between \$50 and \$60 each; he held on for years and years. Till finally in 1878 he sold them at the rate of \$100 an acre. Shakspeare was to be another of these great towns; well, the remains of the fence posts around its town lots are still standing. Tallamore, out in Chingacousy, is another of these towns that never came to a head, but which ruined many a man.

Along the lines of transit all over Ontario are the marks of paper towns; and it is no more likely that Cape Traverse will take the places of Charlottetown and Summerside, because of the proposed branch railway, than it is that Dover will take the place of London because of the tunnel which is being bored under the English Channel.

According to the twentieth and last volume of the History of the Franco-German War, prepared by the German military authorities and published under the direction of Field-Marshal Von Moltke, it appears that the struggle cost the empire 123,453 men and 6,247 officers rendered hors de combat, of whom 40,031 were either killed in battle or died in consequence of wounds received. The whole number of German forces engaged in the war amounted to 1,451,944 men, comprising 33,104 officers.

Mr. Earle's Concert.

"LIKE the sound of bells at night, breaking the silence only to lead the spirit into deeper peace; like a leaden cloud at morn, rising in gray twilight to hang as a golden mist before the furnace of the sun; like the dull, deep pain of one who sits in an empty room watching the shadows of the firelight, full of memories; like the plaint of souls that are wasted with sighing; like pangs of exalted praise; like sudden songs from the open gates of Paradise—so is MUSIC." Thus has music been described; and those who had ears to hear, and sympathies to respond, must have been conscious of some such emotional effects during the Concert of last evening. How grandly did the chorus sing! Sweetly rendering the poignant melodies and characteristic harmony of the French Aubur; chasing in clear-cut style the wild, weird, musical conception of our English composer Bishop; joyously wearing a harmonic crown which with to deck the brows of the most poetic and picturesque of composers, the contented German Weber; bursting forth with patriotic fervor into the liberty-loving harmony of Verdi's "O Hail us Free"; re-echoing the same sentiment in Rossini's "Hail to thee Liberty," giving us an insight into the thrilling melodies, ornate harmonization, and sparkling vivacity of the greatest century; lastly, rendering perfectly the calm, soothing part-song of Pissini. Surely Charlottetown, the chorus and the conductor must have felt proud of this pitch of excellence. The choruses were, in one word, incomparable. The piano-forte playing was a rare treat. It was a sufficient and dignified answer to the imbecile sneer that Charlottetown has a teacher capable of teaching classical music. Charlottetown has not only an efficient teacher, but also a native talent capable of interpreting works of the great composers. Miss Macleanna played her part from "Il Trovatore" with much grace, expression and facility. The overture, by Weber, played by Mrs. McLeod and Mr. Earle, is a remarkable work of a brilliant genius. The execution was superb and tasteful, gaining for the performers the rapturous applause of a delighted audience. Mr. Earle's solo from Haydn's 7th symphony was an unique piece of playing. The performer was in sympathy with his work, and gave a unreservedly expressive rendering of this great work. Musicians know the technical difficulties in this intricate music and therefore can appreciate the wonderful dexterity displayed in Mr. Earle's playing. Liszt himself would have slipped in some of the passages, and we were not surprised to notice one or two slight slips in Mr. Earle's playing. Mr. Mitchell's flute solo was somewhat dreary and dirge like in the first measure, but rolled in the second strain, giving us some clear rippling music. A novel feature was the brass band. The harmony, in the introductory parts, was clear and telling, and the performers displayed a good amount of skill in their playing. The band was rather powerful for the small hall, but the volume of sound, if we may judge from the kind reception given to the pieces, found many admirers. Why does not Mr. Galbraith favour us with a Cornet Solo? He was doing admirable work last evening. "Twickenham Ferry" was rendered by Mrs. McLeod in a most pleasing style. The ballad was carefully studied, and the unobtrusive playful way in which the song was sung, showed how well the singer had adapted her treatment to the spirit of the theme. The enunciation was perfect and the expression was as natural as the words of the ballad. Mrs. W. Longworth sang Pissini's "Land of Rest," in a sweet, sympathetic way, every note being as true and clear as crystal. Miss Hayden's song was received with renewed applause by the audience, and this persevering lady deserves the encouragement so unsparingly given. Miss Knight's song was remarkably well sung; the voice was clear and sweet, and with an increase of power, bids fair to become one of the richest in town. "The King and the Miller," sung by Mr. Read, took the audience by storm; in fact, an unruly section of the audience displayed its ill-breeding by persistently clamoring for an encore, in spite of the positive rule to the contrary. Mr. Maynard and Mr. Read sang "The Minute Gun at Sea," and were greeted with hearty plaudits. Mr. R. J. Butcher made his debut at this concert. We heard that the gentleman was suffering from a sore throat, which, if true, inclines us to be feeling in our remarks. Singing with a sore throat is a painful affair, and so is listening to a sore-throated singer.

In conclusion, we notice that, notwithstanding the absence of many well-known performers, it has been found possible to arrange a first-class programme with others, who have proved themselves not inferior to the old favorites. This fact speaks well for the influence that music is spreading among us—an influence soothing, recreating and elevating those who are brought into contact with its civilizing force. This concert also shows that there is growing up among us a love for the musical art, and that we possess an encouraging native talent. This native talent is in danger of having its independence destroyed by a false system of vulgar puffery, instead of developing itself (free from characteristic jealousies and morbid sensibilities) under the salutary conditions of cautious criticism and generous recognition.

The City Council.

A Special Meeting of the City Council was held last evening. Present, Mayor Hooper and Councillors Lea, Horne, Davy, Chappelle, Blake, Koughan, Morris, and Murphy.

The tenders for pumps and wells were read, and in motion of Councillor Chappelle seconded by Councillor Horne, the tender of Michael Egan was referred to the Committee on pumps and wells, to report upon at next meeting.

The following Committees were then appointed: Street Committee—Councillors Charpelle, Koughan, Byrne, Blake and McLean. Market Committee—Councillors S. Blake, Chappelle and Lea. Tender Committee—Councillors Davy, McLean and Blake. Public Property Committee—Byrne, McLean and Chappelle. Carriage and Trucks Committee—Councillors Koughan, Morris and Horne. Finance Committee—Morris, Davy and Lea.

Meeting adjourned sine die.

CORRESPONDENCE.

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

Bank of P. E. Island.

To the Editor of the Examiner.

SIR.—It is indeed a matter of surprise to the moral people of this community, that the newspapers have so carefully refrained from commenting on the cause of the recent Bank failure. When some of our most worthy citizens have, through the criminal covin of a pack of swindlers, been almost ruined financially, surely the time has come for a wholesome, vigorous denunciation by the Press of these schemers that infest the city. What position do these men occupy in our midst to-day? Are they being taught that a robber, no matter what his former rank, is a person to be shunned and despised? Have they been compelled to realize the fact that between honesty and dishonesty there is a wide difference, and that a dishonest man is unfit to associate with an honest one. On the contrary, no such pressure has been brought to bear upon them. They call their rascality shrewdness, their villainy is termed smartness; and, as a shrewd and a smart man, is a boon to society at large, they imagine that, instead of shunning them, the public ought to feel highly favored by their condescending patronage. This is no exaggeration of circumstances; and it is to be regretted that there is lacking among us what is so much needed, viz: a strong sense of morality. For the comparatively small thing of stealing a loaf of bread, a poor beggar, perhaps suffering the tortures of starvation, would be lodged in our Common Jail for two or three months; and yet, here are men, enjoying all the rights and privileges of honest people, who have not confined their thieving to a single individual, but who on the other hand succeeded in swindling an unfortunate enough to come within the scope of their transactions, and in destroying the credit of this Province abroad.

What is required now is a little boldness on the part of the community. As long as a crime goes unnoticed and neglected, so long will there be perpetrators to commit it; to delay justice is but to abet the criminal. Sooner or later the effort to bring down dishonesty, without respect to the guilty party, will have to be made, and the longer such an effort is put off the greater will be the difficulty in making it successful. An opportunity is now afforded of giving a good wholesome lesson on this point. The excitement pervading our city at the present crisis is most intense. Many see before them no escape from the difficulty but ruin and absolute poverty. Is there not sufficient manliness among our citizens to stamp out these scape-graces who have been the authors of this misfortune.

Yours truly, Nl DESPERANDUM.

Communication with the Mainland.

THE CAPES ROUTE WINTER AND SUMMER.

To the Editor of the Examiner.

SIR.—Your correspondent "W" in last evening's issue must be of a very sanguine temperament when he advocates the spending by the Dominion Government of a million and a quarter to one and half million dollars in providing the Capes Railways, piers, boat etc., and then coolly requests in addition that having expended so much in complying with the terms of Confederation they shall subsidize a Steamship Line with \$10,000 or \$20,000 per annum for the purpose of carrying freight and passengers some eight months in the year from those railways!

In contrasting the distance to be travelled from Halifax or St. John via the Capes with the present routes to Charlottetown, "W" has lost sight of the fact that in regard to freight charges, after a certain distance, mileage has very little influence in regard to charge. Thus flour is delivered from Montreal by way of Point du Chene and by the way of Pictou to Charlottetown at exactly the same rates, and yet the latter route is 120 miles longer than the former. The same principle applies to a certain extent in regard to passengers fares.

No doubt as the Government will own the railway and boat they will so arrange freight charges and tickets as to be as low or probably lower than at present charged. But when time is taken into consideration the odds in favor of the Capes route are so great that comparison is out of the question. By leaving Charlottetown at ten o'clock in the morning, connection could be made at Amherst with the trains for St. John and Halifax, and passengers from those places would reach there about six o'clock p. m.—a striking contrast with the leaving at daylight, and not getting back until nine, ten, or eleven o'clock at night. As compared with staging some seventy or eighty miles in winter, the comfort of riding that distance in a warm railway carriage is a contrast which need not be enlarged upon.

There cannot be a doubt that the Capes route would be the better one, both for summer and winter; and the one which would best serve the interests of the Island; but a change of route cannot be made without militating against the private interests of some. The question will be: which shall have the greater weight in deciding the question, the private or the public interests?

Jan. 30, 1882.

SINCE writing the above, I find that I have considerably understated the case, showing that in the instance of freight carried a long distance, the cost does not increase with the mileage. On looking over my freight bills I find that car-loads of goods, carried from Montreal to Charlottetown, via Pictou, are charged nearly ten per cent. less than coming by way of Shediac and Summerside. This shows clearly that the fewer parties interested in its carriage, the lower the rate, even though, as in the case of goods via Pictou, there may be one hundred and twenty miles additional carriage. The question of mileage, by way of the Capes, which has been raised hitherto, scarcely any bearing on the matter, and it may safely be assumed that the charges for freight and passengers now charged, will not be exceeded to leading points, and may possibly be reduced, since one party—the Dominion Government—is alone interested in its carriage. And if necessary in settling on

the Capes' Railway, as the continuous connection desired, a pledge could be obtained from the Government that the present charges to points on the mainland, for carriage of goods and passengers, shall be maintained.

Jan. 31.

Improvements Wanted.

To the Editor of the Examiner.

DEAR SIR.—The winter season affords farmers and business men an opportunity for discussing what would tend to benefit them in the way of public improvements. The people of Montague are not behind hand in these matters, as the report of their influential meeting in last night's EXAMINER shows.

A steamer to run from Georgetown to Montague Bridge is much required, as a stage could then be put on the road between Montague and Brush Wharf, to connect with the boat that runs from thence to Charlottetown.

We would then have direct communication between all the places along this important line, which happens to be one of the most thickly-settled parts of the Island and enjoys the least public facilities for travel.

Any one landed in Georgetown, and desiring to go to Eidon, Oxwell, Vernon River and many other places, is obliged to walk, or hire a private conveyance—what is not always available.

A glance at the map of the Island (Mecham's Atlas, page 23) will show that the distance between Montague and Port Salkirk is short, and if a stage were put on, it would be a feeder to both steamers, encourage trade, accommodate the travelling public, and eventually be the cheapest and most pleasant route from Georgetown to Charlottetown.

The steamer "Heather Belle" has been for several years past running between Charlottetown and Oxwell, and has done good work, being commanded by Captain McLean, who is competent in seamanship and obliging to passengers. Mr. Tedvin, the Engineer, is also a careful and experienced officer; but as it is the opinion of many that a screw propeller instead of a side wheel boat, would be more suitable for this route. There should be no time lost in purchasing or building one so as to have her ready for next season. It is pleasing, Mr. Editor, to know that people are discussing what would be most useful in the way of public works, and that you manifest a willingness to give their views publicity in your widely circulated journal.

I remain yours truly, FAIR BANKS.

Montague Items.

The roads generally are very full of snow. Crossing from Lower Montague to Georgetown is poor; the weight of snow is sinking the ice. It is, however, deemed quite safe.

Road breaking is the order of the day.

Very few responded to the church bell yesterday morning; but those who found their way to the Presbyterian Church were well repaid for their trouble. The Rev. James Allen, of Covehead, was the preacher, and selected for his text John 8: 56. Having introduced his subject by a critical exegesis of the text and context, he enlarged under the following heads: First, What were the views Abraham had of life. Second, The effect these views had upon his life, etc. Third, What are the views we have of life, and the effect they have upon us? The arguments, illustrations and practical lessons were at once convincing and pointed, and dull must that hearer have been who did not feel the force of the truth therein set forth.

Mr. Kelly is much better, as also all the family.

There seems to have been a large number of persons away from home and caught by the storm, judging from the numerous sleighs abroad to-day.

Jan. 30, 1882.

Weather Bulletin.

Probabilities for the next 24 hours for the Maritime Provinces.

Toronto, February 1—10 a. m.

Easterly to southerly winds, continued snow storm to-day, fair to-morrow, lower temperature.

FAIRBANKS STANDARD SCALES!

SOLD CHEAP. R. B. Huestis SIGN OF THE PADLOCK.

Queen St., Feb. 1, '82—1m 2aw wkly, pat s j

CARD OF THANKS.

MR. EARLE returns his sincere thanks to the Ladies and Gentlemen who so kindly assisted him at his Concert last evening; to Mr. Galbraith and the members of the 2nd Battalion Battalion Band; to Mr. Read for the excellent manner in which he rendered the Emerson Piano for the same occasion; also to the public in general for the handsome manner in which they patronized the Concert.

Ch'town, Feb. 1, '82—pat 11

NOTICE.

A PUBLIC MEETING will be held at the Fullerton's Marsh School House, on Saturday, the 11th day of February next at the hour of three o'clock, p. m., for the purpose of discussing the local wants of the District.

The Provincial Secretary, Commissioner of Public Works, and Representatives of the District are respectfully invited to attend.

DANIEL McLEAN, JAMES MURPHY, A. BOVIER.

January 26, '82—wky 11

CLEARING SALE

AT THE LONDON HOUSE.

WE OFFER GREAT BARGAINS FOR CASH!

ON THE BALANCE OF OUR

Winter Stock, AND OTHER LINES, AFFORDING A FINE OPPORTUNITY TO PURCHASE GOODS Low Figure.

TO TOWN AND COUNTRY PEOPLE

January 27, 1882. why

GEO. DAVIES & CO.

January 27, 1882. why

GEO. DAVIES & CO.

January 27, 1882. why

GEO. DAVIES & CO.

January 27, 1882. why

GEO. DAVIES & CO.

January 27, 1882. why

GEO. DAVIES & CO.

January 27, 1882. why

GEO. DAVIES & CO.

January 27, 1882. why

GEO. DAVIES & CO.

January 27, 1882. why

GEO. DAVIES & CO.

January 27, 1882. why

GEO. DAVIES & CO.

January 27, 1882. why

GEO. DAVIES & CO.

January 27, 1882. why

GEO. DAVIES & CO.

January 27, 1882. why

GEO. DAVIES & CO.

January 27, 1882. why

GEO. DAVIES & CO.

January 27, 1882. why

GEO. DAVIES & CO.

January 27, 1882. why

GEO. DAVIES & CO.

January 27, 1882. why

GEO. DAVIES & CO.

January 27, 1882. why

GEO. DAVIES & CO.

January 27, 1882. why

GEO. DAVIES & CO.

January 27, 1882. why

GEO. DAVIES & CO.

GRAND Skating Tournament

Citizens' Skating Rink, FRIDAY, the 3rd Feb.

Galbraith's Band will be in attendance from 8 till 10.

Prizes will be awarded to the fastest Skaters as follows:—

1st Priz.—Silver Medal, with inscription, 2nd Priz.—Silver Cup 3rd Priz.—Pipe.

Entrance fee for Skaters, 50 cents each. Entrance to promenade (gentlemen) 25 cents each; ladies 15 cents.

1000 BOXES COKE-TINI

Freight to Charlottetown 35 cents, by "Northern Light," exclusive of icetruckage.

For prices and all particulars address A. STONE, P. O. Box 483 Halifax, N. S.

Evening Sales! AT AUCTION.

F. LIPAGE & CO. At Auction, A VARIETY OF GOODS, AT THEIR STORE, 53 QUEEN STREET, Commencing this Evening, Jan. 30th, and continuing for a few weeks. Household and others will do well to attend, as bargains may be expected.

E. NEEDHAM, Auctioneer, Jan. 30, '82.

GROCERIES, &c. AT THE FISH MARKET, CRAFFTON STREET, Wholesale and Retail.

20 barrels SUGAR (Yellow Extra C), 20 barrels Granulated SUGAR, 100 half-cakes and candies TEA, 500 barrels Choice Family FLOUR, 10 barrels (American) K. D. MEAL, 10 barrels DRIED APPLES, 5 boxes Valencia and Muscatel RAISINS, Soap, Brooms, Buckets, Wash Boards, &c.

500 qts Choice Family Codfish; Shad, Salmon, Mackerel, Herrings, Dugby Herring-Pork, Hams, Bacon and Lard at lowest prices. J. H. MYRICK, Ch'town, Jan. 27, 1882—Gt cod

CARD.

THE friends and relations of the late W. R. Watson, Chemist and Druggist, are hereby notified that the business will be carried on by his widow, who respectfully solicits a continuance of the patronage and custom so liberally bestowed upon her late lamented husband by a kind and appreciative public.

Charlottetown, Jan. 27, 1882.

TO CAPITALISTS!

WANTED to borrow Three to Four Thousand Dollars on first class security. Apply at this Office.

Ch'town, Jan. 20, 1882—4f, wky 11

WANTS, LOST, FOUND, &c.

NEW MILCH COW—A large, heavy, N grade Shorthorn Cow, in splendid order, a deep milker, and good breeder, quiet. The calf, by an imported Jersey Bull, can go with Cow, or not, as desired. Address Lock Box 91, Charlottetown. [ja 31 3]

LOST, in December last, between Charlottetown and Pownal, a MILITARY HELMET. The finder will be rewarded by leaving the same with Capt. McBae, Kent Street, or N. Gay, Pownal. [ja 31 3 wly 11]

WANTED—to exchange, a coal cooking range for a wood cooking stove. Apply at this office. [ja 29 31]

WANTED—A situation as Manager of a Lumber Factory by one who thoroughly understands the business in all its branches. Address T. L. C. Manager, 122 E. King Street, Halifax, N. S. [ja 18]

WANTED—A competent Dry Goods Clerk. Well recommended; to engage now or on the 1st May.—J. & W. Buss. [ja 18 2w 2aw, wky 11]

TO LET—That desirable Dwelling House on the north side of King's Square, containing nine rooms and a convenient front porch and good stable. Rent very low. Possession given in about one month from this date. Apply to Mark Reynolds. [ja 6 f]

TO LET—The office in the Union Bank Building lately occupied by Edward Bayfield, Esq. The use of an office, in which there are now two tons of coal, to go with same. Terms reasonable. Apply at this office. [de 13 pat 2w]