

THE DAILY EXAMINER.

APRIL 6, 1882.

Legislative.

THE session is drawing to a close. In the House of Assembly work is practically over; but the Legislative Council has still a few measures to assent to—or dissent from.

So far, thirty-four bills have passed the Lower House; and the "Upper House" have thrown out three. These are—the Bill relating to Seduction, the Bill reducing the Legislature and the cost of Legislation, and the Bill relating to a ferry on the Cardigan River.

Last evening, two subjects of importance were discussed in the House of Assembly, viz: Compensation for the use of our Fisheries by Americans before the Island entered the Union; and improved steam communication with the mainland. Regarding the first, the decision of the Imperial Government is not yet known; but it is reassuring to know that the Dominion Government sent with the memorial of our Government a strong recommendation that its prayer be granted. With respect to the second, the Government has received the assurance of Sir John A. McDonald that the question of improved communication between the Island and the mainland is engaging the earnest attention of the Dominion authorities.

Parliamentary.

THE regular work of Parliament has been diversified by a discussion over the Emory Bar Contract. Mr. McKenzie brought the matter before the House of Commons, and charged Sir Charles Tupper with corruption. Before the debate terminated, he, probably, wished he had not done so. Sir Charles told a plain, unvarnished story and showed clearly that his action, in respect to the award of the contract, was right; and that the country would probably have lost hundreds of thousands of dollars had he given the contract to the lowest tenderers. The financial ability of these gentlemen to perform the contract was indicated by the fact that the cheque accompanying their tender was marked "good for two days only"; and was practically worthless. Sir Charles Tupper's denunciation of the false and defamatory *Globe* was terrible and crushing. It is worthy of remark that the Leader of the Opposition had nothing to say for the *Globe*, but something to the effect that "the Press abuses its privileges." When the Leader has no better defence to make for the Leading Organ there cannot be great solidarity in the Party.

It is pleasing to know that the representatives of the Island are beginning to take a more active part in the discussion of National questions. Mr. A. C. McDonald's speech on the Budget—as published in THE EXAMINER—was excellent in its way; and, in the Senate, Senator Carvell, a few days ago, advocated placing the telegraph lines of Canada in the hands of the Government, in what an Ottawa paper says was a most convincing speech. It is by bold and ably grappling with questions such as this that our representatives will make their influence felt for the good of their country.

Cardigan Ferry.

LAST SESSION, a Bill was passed for the establishment of steam ferries at Cardigan and Bedeque. The Bill provided that a subsidy not exceeding \$15,000 a year, for three years, should be given to these ferries. Immediately after the rising of the Legislature, tenders were called for, and the contract of the Bedeque ferry was awarded to the owner of the steamer "Wellington," which boat was then in Summerside. No tender was received for the Cardigan Ferry. This was due to the fact that the term of the subsidy was reduced by the Legislative Council to three years. No contractor was willing to build a boat for so short a term, it being probable that the Ferry—with the subsidy proposed—might result in a loss for the first three years, which might be made up in the other two. This year the Government introduced a Bill, amending the Act of last year, by extending the subsidy to five years. The Bill passed through the House; but was, yesterday, defeated in the Legislative Council, Mr. Lawrence Kichham, one of the members for King's County, voting with the Opposition.

We are sincerely sorry that this Bill has been defeated. The people of Cardigan, Georgetown, DeGros Marsh, Launching, and the other large and thriving settlements interested, have great cause to complain of the injustice which has been done them. They are taxed to maintain steam ferries in other parts of the Province, which are not, to say the least, more necessary than the one they have so long been praying for. Their representatives have cheerfully voted for these ferries; but their own just demands have been resisted by hateful sectionalism, or something worse.

It is now very plain that the fragment of the Grit Party, constituting the Opposition in this Island, have no policy but a miserable sectional one. Their object is to demand unreasonably expenditure in parts of the country where they have political support, and deny, as far as they have the power, justice to sections politically opposed to them. It is only necessary to refer to the actions of Messrs. Donald Farranharson,

Angus McKenzie and John Balderston, in regard to ferry matters. These men demand increased accommodation for Rocky Point Ferry, but oppose the establishment of one between Cardigan and Georgetown. Without undervaluing the necessity of the Rocky Point Ferry, it is not too much to say that the Cardigan Ferry is of much greater importance, and will effect a much larger number of people. We do not see how the representatives of the districts which have been so unjustly treated by the Grits in the Legislative Council, assisted by Mr. Lawrence Kichham, can, in justice to their constituents, vote large sums of money for the maintenance of ferries in other parts of the Province.

The defeat of the Cardigan Ferry Amendment Bill in the Council shows the utter falsity of the opposition cry that the Government is "starving the public works." Here we have the lie given in the plainest terms to that cry. The Government have shown their desire to provide for the just claims of all sections of the country. But the Opposition have shown their real sentiments in their action regarding this matter.

The Legislative Council have furnished another good and sufficient reason why that institution should be abolished. A mere fraction of the money spent on maintaining that august body would place our principal ferries in a high state of efficiency.

Liberal Patriotism.

THE patriotism of the Party of Purity is wide-spreading. Evidence of it, in its true color, is seen in United States Emigration Agencies, whether established in Great Britain or on the Continent of Europe. The Leader—Hon. Edward Blake—shows forth the greatest of all the patriots; but the Grit Press is only a shade less brilliant. A testimony of the Hon. Edward's patriotism is his famous Kansas speech, which is in pamphlet form, delivered to emigrants at London, Liverpool, Glasgow, Dublin, Queenstown, and the cities of Europe. "It is a speech," emigrants are told, "delivered by Canada's statesman. While it ignores Canada as a field for emigration, it lauds to the very skies Kansas, Dakota and Oregon." The effect of the speech on emigrants must be electric, and as a proof of Hon. Edward Blake's patriotism it must be imperishable.

The Grit newspapers, and the Grit Statesmen of lesser brilliancy than Mr. Blake, follow in his wake. They are actuated with the selfsame love of country as he is, but their words it is true have not been brought to bear so forcibly on European emigrants. Nevertheless they are working zealously for their neighbors across the Border. We received, a few days ago, a newspaper published in Sanburn, Dakota. It, like many subsidised emigration journals of the United States, bears evidence of the spread of Grit patriotism to the neighboring Republic. In an article on "Dakota vs. Manitoba" the Sanburn *Enterprise* says: "It does not wish to treat Manitoba with injustice; it does not wish to build up Dakota at the expense of its neighbor—Canada; it does not wish to make invidious comparisons between Canada and the American North-West."

Neither does the *Enterprise*. But Hon. Edward Blake and his followers do what it refrains from doing. To prove conclusively that Dakota is vastly superior to the Canadian Northwest, the *Enterprise* quotes extensively from the unfair and unjust speeches of Hon. Mr. Blake, Hon. Mr. Laurier, and from articles published in a number of Grit journals. This is "patriotism with a vengeance." A newspaper, subsidized by Railway monopolists in Dakota would not draw an invidious comparison between Dakota and Canada; it would not build up Dakota at the expense of Canada. Why should it when the Grit leaders, and the Grit party of Canada, are doing its work with a hundred fold more effect? And this is the party which is seeking power, these are the statesmen who ask another chance to govern the country which they work hard to depopulate. Let true Canadians watch, and watch well, their unpatric actions; and when the time arrives, treat them, as they, in the past, have treated this country.

Tunnelling the Strait.

Now that it is proposed to tunnel the Northumberland Strait, a correct estimate of the geological formation of its bed becomes a matter of importance. There is no scientific report on the structure of that locality sufficiently accurate to be of any value. The following is from our own observations, and is probably as fair a statement of the case as can be obtained without actual boring to test the various strata.

If we go down to the low, irregular line of rock-girt coast at Cape Traverse, and look over the nine broad miles of wave which sever us from the mother continent, we will find that immediately round us there is nothing which will afford a clue to the rock structure beneath that expanse. The rocks of calcareous and soft red sandstone, which we see along the shore, are but the rim of ocean's rocky chalice, and tell us nothing of the profound beyond.

FATHOMING THE DEPTHS. To do this we must call in the aid of the stony science, and follow the light of her rock-hung lamp.

If we pass along the coast from Rice Point westward, toward Tryon and Cape Traverse, we will find a very complete section of the red sandstone system of

the south side of our Island: These beds are all more or less uplifted on the north side of an anticlinal whose central line issues from the Hillisborough Bay and rests on the reefy extremity of Cape Tormentine. In this line of strike they are carried deep under the waters of the Straits, and up its bed till they pass the neighborhood of Capes Traverse and Tormentine. Among the rocks of the former we have the uppermost beds of the series, and near the latter we find a ruddy fragment of its lowest member, reposing on the low skirts of Jourmain Island. A section across at the "Capes" would give us this whole series of beds as we find them exposed in the coast-line.

We cannot dive beneath the Strait to examine those beds as they exist under the chambers of the deep, so we will take a look at them as they are to be seen in

THE COAST SECTION mentioned, and from their appearance there, we will be able to form a very correct estimate of their nature in the submarine section.

Descending to the coast at the low, swampy extremity of Rice Point, we find a flat reef of sandstone, projecting like a rocky, shell-strewn mole, right out into the waters of the Strait. This is the lowest member of the section, and consists of about forty feet of irregularly-bedded, red sandstone.

Passing westward, we traverse nearly half a mile of flat, muddy beach, bordered by low and swampy bank. This occupies the position of a bed of red clay shale two hundred and forty feet in thickness, which forms the next member of the series.

Between Mr. Lowther's gate and the Rice Point road, the coast is occupied by thin, alternating beds of sandstone and shale, whose denuded edges make the beach a perfect grid-iron of rocky ridges. Their total thickness is one hundred and fifteen feet.

Westward of the road, beds of shale fifty feet in thickness alternate with deposits of sandstone of half that depth. As we advance the shale beds become thinner, and the sandstones more important until the former entirely disappear. The thickness of this section is two hundred and thirty-five feet.

The lofty, wood-crowned cliffs at the rear of Mr. Campbell's farm, which push their dark fronts into bold water, where the Northumberland's surges never cease their deep-voiced moan, are composed of thick-bedded sandstones, sometimes indurated with carbonate of lime. The same rocks run along the shore as far as Canoe Cove, making a wild and rugged coast, torn and riven by the charge of the breakers. The depth of this great sandstone rib is five hundred feet.

The little, sand-floored inlet of Canoe Cove is worn out of a bed of shale fifty feet in thickness. Beyond this, as far as Argyle Shore, thick-bedded red sandstones again prevail. Their dip, however, is very small, and the whole thickness not more than sixty-five feet.

At Black Point fifty feet of regularly stratified shale and argillaceous sandstone beds from barred lines of bright red cliffs, and headlands which burn their deep vermilion far out into the blue of the summer's wave.

On westward, towards Cape Traverse, the rock consists of beds soft red or calcareous sandstone and shale, so nearly horizontal, or with only local dips, that they represent but a very small thickness.

Thus we have examined the whole section of 1,300 FEET OF ROCK, vertical depth. And we have seen its various beds as they will be found to occur in a section across the Straits. We do not mean to say that every minute detail is the same; but the main features are, and will be, encountered in the operation of tunnelling. In carrying a tunnel

UNDER THE STRAIT, at a depth of one hundred feet below its bed, we will encounter, for the first four miles, from the Cape Traverse side, red sandstone rock, with but few thin beds of shale and occasional streaks of hard, calcareous sandstone. Then the great shale beds of the lower part of the formation will be reached, and for four miles further the red artery could be excavated, in a great part, with

PICK AND SHOVEL. Another mile will be harder work, among calcareous sandstones, relieved by beds of shale. Then, a like distance through the thick-bedded grey and brown sandstones of the upper carboniferous, will bring us out into the free, pure air of New Brunswick.

A DISAGREEABLE FEATURE is the fact that nearly all those beds have their out-crop under the sea, and the junction of every stratum of sandstone and shale will be a natural conduit to lead water into the work. This, however, could be remedied by sufficient pumping.

As we retreated from those dark corridors of nature, guided by the flash of fair Science's lamp, we asked the stately dame if the procuring of a highway for commerce, under the bed of this wintry sea, is a consummation earnestly to be pursued? For a moment a shade hung on her majestic brow, then she answered darkly, "No acquisition can be of permanent advantage, whose cost greatly exceeds its real-practical value." I looked up for a more practical explanation of the matter; but she had gone, and left me alone with the murmur of the rising south, and the wash of waves among the breaking ice-floes.

J. B. MACDONALD.

APRIL!

This Month I am Daily Receiving New Spring Goods from ENGLAND, UNITED STATES AND CANADA.

Everything New in Men's Wear, " " Ladies' Wear, " " Children's Wear.

Every man, woman and child who requires new and fashionable Goods at the VERY lowest prices, are respectfully asked to visit

J. B. MACDONALD'S.

Brendan's Old Stand, Queen Street, April 5, 1882—wky. pat pres

FIRE AND LIFE INSURANCE! AT A DISCOUNT.

During the month of April I will accept Fire Risks at very lowest rates, and will also allow a discount of 7 1/2 per cent. on all premiums. Fifteen per cent. discount allowed on all new Life Insurance premiums.

HORACE HASZARD, General Insurance Agent,

—REPRESENTING—

Commercial Union Fire Assurance Company, of London, Eng., CAPITAL, £2,500,000 STG.

Western Assurance Company of Toronto, CAPITAL, \$800,000.00

British America Fire Assurance Company, of Toronto, CAPITAL, \$500,000.00.

Sun Mutual Life and Accident Insurance Co'y, of Montreal, CAPITAL, \$500,000.00.

Charlottetown, April 4, 1882.

CHRISTYS HATS

Christy's Paris Silk Hats,

Christy's Hard Fur " "

Christy's Soft " "

Christy's Hard Felt " "

Christy's Soft " "

Christy's Hats for Men,

Christy's " " Boys,

Christy's " " Ladies,

TOGETHER WITH A

Large Stock of Canadian and American Felt Hats!

CHEAP FOR CASH!

G. DAVIES & CO.,

Charlottetown, April 3, 1882.

LONDON HOUSE.

BEER & GOFF. Good Tea & Coffee, Amber and Golden Syrup, Tobacco, Kerosene Oil, Figs, etc.

FOR SALE.

A BEAUTIFUL LOT on Corner of Main and Baden Streets, Victoria, Lot 29, formerly owned by the late Henry Hardy. A good deed can be given. For further particulars apply to Messrs. Hodgson & McLeod, Charlottetown, or to the owner.

MRS. RACHEL HARDY, Little York, March 30, '82—61, wky 21

Beer & Goff.

Jam and Marmalade, in Crocks. Jam and Marmalade, in Bulk.

EMPIRE RESTAURANT GONE NORTH,

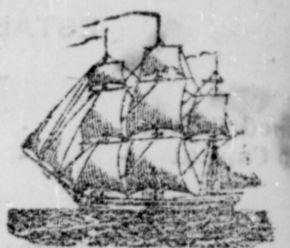
To the Saloon formerly occupied by A. McDonald, opposite the Law Courts on Grafton Street, where the proprietor will furnish in first class style,

Meals at all hours, Lunch at short notice, Oysters in every style, Fruits of all kinds in their season, Pipes and Tobacco of all kinds, Cigars of best quality at the cheapest prices.

Fifteen years practical experience at Cigar making enables me to purchase my Cigars of the best quality, and at the lowest figure; and for last and for flavor the public will find those Cigars will leave all others behind.

HARRY HART, Proprietor Empire Restaurant, Ch'own, April 6, '82—4f

Liverpool to Charlottetown.



THE Fast sailing Brig, "ISABELLA," 198 tons, copper'd and classed A1 at Lloyd's, THOMAS RICHARDS, commander, will be on the berth and carry freight at LOWEST RATES, for Charlottetown and adjacent ports, sailing from Liverpool about 10th April.

For further particulars apply in Liverpool to R. M. C. Stumbles, Esq., 4 India Buildings, Water Street, or here to the owner,—

ROBT. F. QUIRK, April 5, '82—1w

Bible Colporteur!

THE P. E. ISLAND AUXILIARY BIBLE SOCIETY wants to employ a suitable man, with horse and wagon, for four months of next summer selling Bibles. Application, in writing, with testimonials, stating salary, may be made to H. A. HARVEY, Secretary, Queen Street, Charlottetown, on or before 1st May next, or to the undersigned.

DONALD McNEILL, April 5, 1882—3i

BANK AND GAS STOCKS.

I WILL SELL AT AUCTION, at my Sale Room, Queen Square, on SATURDAY NEXT, 8th inst., at 12 o'clock,— 20 shares in Union Bank P. E. Island, 30 shares in Merchants Bank P. E. Island, 30 shares in Charlottetown Gas Light Company (Cum.)

WILLIAM DODD, Auctioneer, April 4, '82—

FOR CHARTER.

A SCHOONER of 100 tons Register, now lying at Queen Street Wharf, will accept a charter for Newfoundland, to load on the opening of the navigation.

For particulars apply to A. H. YATES, Corner Pownall and Water Streets, March 27 1882—1w

SOLE LEATHER!

JUST RECEIVED per "Northern Light," 100 sides LOGAN'S PRIME NO. 1, 50 " " No. 2.

FENTON T. NEWBERRY, April 3, 1882—4i pat s3

EXPRESS WAGON!

FOR SALE.

A FIRST-CLASS WAGON, for which 1st Prize was awarded at Queen's County Exhibition. Nearly new and in good order. Will be sold at a bargain. Apply at once to J. M. AULD, Charlottetown, April 1, '82.

Tea and Fancy Sale.

THE Ladies of St. Paul's Church intend holding a Tea and Fancy Sale, on FRIDAY, 14th inst., in St. Paul's School-room. [ap 1

THE place to get your Printing done is at the REVISED PRINTING HOUSE [ap 1

WANTS, LOST, FOUND, &c.

ENGAGED wanted by an experienced Dry Goods Salesman. Address Lock Box 13, P. O. Charlottetown. [ap 6 3i pd

LOST—A large red and white Cow. Parties having said Cow about their premises will please send word to M. Stenson, Tinsmith, Queen Street. [ap 6 1i

WANTED, at the Hospital for the Insane, a female attendant, to whom liberal wages will be paid. Apply to Dr. Blanchard. [ap 6 4i

WANTED, at Empire Restaurant, two first-class girls for general housework; and one Cook. Highest wages to the right parties.—HARRY HART. [ap 6

LOST, at the Rink, last night, a gold Locket and Chain. The finder will be rewarded on leaving it at the EXAMINER'S office. [ap 1

TO LET—The House at present occupied by R. Sloggett, Esq., at the head of Pownall Street. Possession given the 1st July next. Apply at this office. [ap 4 eod

WANTED TO PURCHASE—\$1000 in Old Bank Bills. Apply by letter addressed A. B., P. O. Box 189, Charlottetown. [ap 4 3i

TO LET—A House and Shop on Queen Street, adjoining A. Hermans & Son, now occupied by Mr. Henry Hart as saloon. For particulars apply to Mrs. J. Costello, Prince Street. [ma 24 1w pd

TO LET—The second story of the Brick Building, on Queen Street, lately occupied as the Orange Hall. It is conveniently situated and well adapted for a Lawyer's office. Apply to Mrs. O'Ryan, Queen Street. [fe 14 2w