

The Daily Examiner.

TERMS:—FIVE DOLLARS A YEAR.

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

SINGLE COPIES TWO CENTS.

NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, FEBRUARY 22, 1882.

VOL 10.—NO. 77.

THE DAILY EXAMINER

IS ISSUED EVERY EVENING,
BY THE EXAMINER PUBLISHING COMPANY,
FROM THEIR OFFICE, CORNER OF WATER
AND GREAT GEORGE STREETS,
Charlottetown, P. E. Island.

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Advertising at most moderate rates.
Contracts may be made for monthly,
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INSURANCE OFFICE.

Queen Insurance Company,
OF ENGLAND.

CAPITAL, TEN MILLION DOLLARS.

City of London Fire Insurance Company,
CAPITAL, TEN MILLION DOLLARS.

Insurance effected on all kinds of property
at current rates. Losses settled promptly
and equitably.

F. KENNEDY,
General Agent.
Office—South Side Queen Square.
Ch'town, Feb. 3, 1882.

STEAM! STEAM!

To the Front!

The Mayflower Mills

Have been thoroughly overhauled, and
a first-class Steam Engine put in,
making it second to none on
the Island.

Parties from a distance can receive their
grists at shortest notice.

H. S. GATES,
West Royalty, Dec. 20—41 2nd, wky 2m.

St. Lawrence Hotel.

THE above Hotel is now RE OPENED,
having been thoroughly repainted and
refurnished in the best style. Being centrally
situated and within three minutes walk of
the Railway Depot and Steamboats, it offers
inducements to the travelling public.

Permanent and Transient Boarders accom-
modated unsurpassed by any other Hotel in
the city.

WM. E. HICKEY,
Ch'town, Dec. 21, '81, Proprietor

GROCERIES, &c.

AT THE FISH MARKET

CRAFTON STREET,
Wholesale and Retail.

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

—ALSO—
500 qts Choice Family Codfish; Shad, Sal-
mon, Mackerel, Herring, Digby Herring,
Pork, Hams, Bacon and Lard at lowest prices.

J. H. MYRICK,
Ch'town, Jan. 27, 1882—61 cod

W. C. BISHOP,

SHIPPING

—AND—
FORWARDING AGENT,

Marine Insurance Broker,

—AND—
General Commission Agent,

BEDFORD ROW.

P. O. BOX 1 . . . HALIFAX, N. S.

PARTICULAR ATTENTION given to the
Shipment of Lobsters and other Canned
Goods, and collection of Custom Drawbacks
thereon.

Hulls, Cargoes, and Freights insured in
first-class offices at most favorable rates.

Consignments of Produce solicited, and
prompt returns guaranteed.

Correspondence solicited and answered
promptly.

Nov. 14, 1881—1yr

LOOK YOU HERE.

STOVEPIPE. STOVEPIPE.

THE subscriber is now making an assort-
ment of

Stovepipe and Tinware,

Best quality, which he is selling cheap for Cash.

Tinware and Stovepipe, all kinds, made to
order. Special prices to wholesale dealers.

Orders for fitting up Stoves promptly and
carefully attended to.

Orders solicited. Shop opposite Dr. Jen-
kin's residence, Queen Street.

R. RODD,
Practical Tinsmith.

Charlottetown, Sept. 30, '81 - 2m

BRITISH WAREHOUSE, QUEEN SQUARE.

W. & A. BROWN & CO.

Keep in Every Department of their Establishment a full assortment of
STAPLE AND FANCY DRY GOODS,
of superior quality and texture, which cannot be surpassed either for price or quality,
as they import direct from the best British and Foreign markets.

INSPECT THEIR STOCK IF YOU WANT GOOD VALUE FOR YOUR MONEY. [ja 9

AT COST!

Readymade Clothing, Tweeds and Heavy Cloths,

AS I WANT TO CLOSE OUT MY STOCK IN THIS LINE.

Some Expensive Ladies' Cloth Mantles and Dolmans, and
Fur Lined Cloaks, Sealettes and Colored Dress Goods.

AT A LARGE REDUCTION.

JUST OPENED AND MARKED LOW,

A Select Assortment of Flowers, Feathers, Velveteens, Ladies' Sacques, &c., &c.

R. W. TREMAINE,

83 QUEEN STREET

Nov. 1, 1881.

SELLING OFF

—AT—

W. A. HUTCHESON'S.

I shall Sell off my Stock of Groceries at

COST.

Parties wishing to get their GROCERIES Cheap should call at once and leave their orders.

GOOD TEA, 25, 30 and 33 cents; CRACKERS, 4 to 14 cents; MOLASSES, 47 cents;
RAISINS, 10 cents; CURRANTS, 8 cents. SUGAR, 8 cents.

A large lot of CONFECTIONERY from 15 to 20 cents; lot CHRISTMAS GOODS, very
cheap; and sundry other articles too numerous to mention—all at cost for Cash only.

W. A. HUTCHESON,

109 UPPER QUEEN STREET

Dec. 16, 1881—3m end, wky

CHARLOTTETOWN

BUSINESS COLLEGE,

(ESTABLISHED 1873.)

Welsh and Owen's Brick Building, Corner of
King and Queen Streets, Char-
lottetown, P. E. I.

BEAGH & MILLER, - - Proprietors.

Designed to Educate Young Men
for Business.

OUR SYSTEM is conducted on Actual
Business and Scientific Principles, and
embraces all subjects necessary for a thorough
COMMERCIAL Education. Our facilities for
teaching these are the most complete that have
ever been devised. Theory and practice are
combined, and the whole course rendered so
interesting and practical that the duller stu-
dent cannot fail to be largely benefited. The
course of Study is short, practical, useful and
reasonable; it is just what every MAN needs
and will use, no matter what his calling or
profession is to be.

The youth commencing a business life with
only industry and integrity as his capital, the
clerk engaged during business hours, but
desirous by evening study to repair the de-
fects in his education, each have the advan-
tage offered by our sessions occupying DAY
AND EVENING. Morning Session, 9.30 to
12, and 2 to 4 p. m. Evening Session, 7.30
to 9.30.

Diplomas granted to such as pass satisfac-
tory examinations. Students may enter at
any time. No entrance examination required.
Business men and others are cordially invited
to call and examine our system.

Teach your sons what they will practice
when they become men.

Full particulars concerning Terms, Tuition,
Scholarships, &c., &c., on application to
L. J. MILLER,
Principal.

Jan. 7, '81—e o d.

BANK OF P. E. ISLAND.

BANK OF P. E. ISLAND NOTES taken
at their face for Goods or in payment of
Bills, at

BOREHAM'S BOOT STORE.

Nov. 29—11

FARM WANTED.

WANTED TO PURCHASE, a Farm of
from 200 to 500 acres of friable soil and
porous subsoil, well watered, with good
dwelling House and other necessary to Mr.
Reid. Address, with full particulars to Mr.
Reid, Hamilton Lodge, Joppa, Edinburgh.

Reid, Hamilton Lodge, Joppa, Edinburgh.

Sothland. [ja 18

For Scotch and English Tweeds or Worsted Suits,

For Canadian Tweed Suits,

For Overcoats of all Descriptions,

—GO TO—

JOHN MACLEOD & CO'S,
UPPER QUEEN STREET,

TWO DOORS ABOVE APOTHECARIES HALL CORNER

There you will find the largest and best assortment of Cloths in the
Island. Prices very moderate. The best workmanship and a perfect fit
guaranteed.

—ALSO—
A complete line of Gents' Furnishings and Felt Hats, cheap, &c. &c.

Remember the address, two doors above Apothecaries Hall Corner
Charlottetown, Oct. 11, 1881.

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CORRESPONDENCE.

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

Winter Communication.

To the Editor of the Examiner.

DEAR SIR,—It appears from the report
of the public meeting lately held in Char-
lottetown, and from other reports, that the
people of this Island are all agreed that the
Terms of Union respecting winter com-
munication with the mainland must be
carried out. The people are now taking a
very great interest in this question, and if
we only press this point, and this point
only, wisely and firmly, we will no doubt
very soon see the Dominion Government
making some real effort towards its accom-
plishment.

Unfortunately, in my opinion, some are
not disposed to press this point, simply, but
content that we should agree upon a plan
by which the Terms of Union can be ful-
filled and submit this plan to the Dominion
Government. Whatever may be the ob-
ject of those who advocate this latter
course, it can only result in failure in the
future as in the past. Public opinion is
and will continue to be as diversified on the
details of this question as it is on the details
of almost every other public question known
to man. Besides this peculiarity of human
nature, there are, or may be, personal or
sectional interests, that intensify this differ-
ence of opinion.

If we allow ourselves to be drawn aside
by this question of detail, (for it is nothing
more) from our main object, the natural
consequence is that nothing will be done
until this contention ceases. We have now
been discussing the relative advantages of
the different routes for years, without any
apparent progress, some advocating the
Georgetown-Pictou route and some the
Cape route with the branch railways and
improved ice-boat service. Others may ad-
vocate a route from either Souris, George-
town or Murray Harbor to some point in
Cape Breton, Cape George or Pictou, while
others may advocate a route from some one
or more different points in Prince County
to some one or more different points on the
New Brunswick coast west of Cape Tor-
mentine, where the Straits are wider and
where the ice jam is not likely to be so
formidable; while others may take the
safer and wiser course of advocating, as
the only way by which the Terms of
Union can be carried out to the letter, a
tunnel under the Straits. To expect men
holding such diversity of opinions to agree
upon any one of the above plans is simply
childish, and should be abandoned.

I can well understand the Dominion
politicians (not statesmen) would prefer
this controversy among ourselves on this
subject to be perpetuated, because, so long
as it is continued, it will be an excuse for
taking no action on the matter. They will
be relieved from undertaking this very
important and expensive work, and will say
to us: "Gentlemen, we are very anxious to
fulfill the terms of Union with you, and as
you have so kindly undertaken to solve the
difficulty for us, how it is to be done, we are
only waiting until you can agree, when we
will proceed with the work immediately.
Of course, this is a case in which you, as
Canadians, as well as Islanders, are most
interested in; and we are most anxious not
to spend another dollar until you can suggest
a plan that will be approved of by every man,
woman and child on the Island, or that ever
will be on the Island. Now, is not that fair?
Ahem!"

When the terms of Union were made with
British Columbia, were the people in that
Province asked to unite in selecting a loca-
tion for the Pacific Railway? Can we
imagine they were unanimously in favor of
the route as at present located? No; they
insisted on the Dominion Government ful-
filling their terms of Union. The question
of ways and means was not considered by
them; the question of location was not, so
far as I can learn, even discussed. They
demanded that the Terms of Union, pure
and simple, should be carried out. They
took their case to the British Government,
and after a good deal of wrangling, and the
adoption of "ways that were dark and
tricks that were vain" in wire-pulling,
practised by a former Dominion Govern-
ment, they are now having, not only their
terms of Union carried out to the letter, at
a cost exceeding one hundred millions of
dollars, but also full compensation for
delay. If we follow their example, we also
may obtain our rights. Uninterrupted
communication with the rest of the Domi-
nion is even more necessary to us in this
Island than the Pacific Railway is to the
people of British Columbia. They were
temporarily isolated from the rest of
the Dominion, while the outside world was
open to them from one year's end to an-
other; while we are isolated from all crea-
tion during nearly six months of the year,
and virtually deprived of the advantages
of foreign trade, even during the summer
months, by a National Policy, which was
not even thought of when we entered the
Union, and which makes our claim to an
efficient and continuous communication
with the rest of the Dominion absolutely
necessary.

In a leading article of THE EXAMINER
of the 3rd instant, the writer, while approving
of the stand taken by the Local Legislature
and the Dominion Government on this
question, endeavors to show that the
"people of the Province, the electors, occupy
a different position, because they are Cana-
dians as well as Islanders, and the Union in-
volves not only benefits to be received, but
services to be rendered by us," and also
tries to show it to be our duty to give ex-
pression to our views as to the route and
the facilities to be provided. This argu-
ment does not apply to our case. The Local
Government and the people of this Island
are one when contending for the rights of
this Province with the Dominion Govern-
ment, the British Government or with any
other party. The Terms of Union were
negotiated when we were not a part of the

Dominion. It was only made binding upon
us by an Order of Her Majesty in Council,
acting for the whole British Empire, by
the consent and approval of the British
Government acting for Canada (this Island
not then included), and by the assent
and approval of the Local Government of
this Island, acting simply for the people of
this Island; and I submit that on any ques-
tion arising between this Province and the

Dominion of Canada, neither the Local
Government nor the electorate of this Pro-
vince have any service to render to Canada
in its settlement. It, then, becomes plainly
our duty as provincialists to look after our
own interests, while it will be the duty of
the rest of the Dominion, from British Col-
umbia to Nova Scotia, as represented by
the Dominion Government, to guard the
interests of the Dominion as a whole, and
see to it that Prince Edward Island shall
not receive any advantages or privileges to
which she is not legally and justly entitled,
and which they are quite well able to do,
without the electors of this Province as-
sisting them to defeat the policy
and claims of the Local Govern-
ment, as regards the Terms of Union.
If proof is wanted, we have only to refer to
the course pursued by them in regard to
our share of the Fishery Award.

The writer of a communication in THE
EXAMINER, of the 3rd inst., signing "in self
"W," also thinks that a "fatal mistake
will be made if we are content with insist-
ing upon the Dominion Government fulfill-
ing its obligations without saying specifically
what we want," and argues therefrom that
the Dominion Government will hit upon
some compromise that will partly meet the
views of everyone—wholly, of no one.
This trouble is just what we will avoid by
insisting on the Terms of Union, as agreed
on. We will ask for no untried scheme—
no experiments with our lives and
property. We will accept no compromise.
Efficient steam service between this
Island and the mainland, winter and sum-
mer, thus placing the Island in continuous
communication with the Intercolonial Rail-
way and the Railway system of the Domi-
nion—this is what we have a right to
demand; this we are all agreed to ask for
—nothing more or less.

On the 7th inst., a very well written
paper on this subject was read before the
Young Men's Christian Association in
Charlottetown by William Heard, Esq., a
gentleman whose extensive knowledge, and
good common sense generally secures very
high respect for his opinions on any subject.
But I regret to find in this paper Mr. H.
considers that "it is only fair that we
should suggest what, from our standpoint,
would be the best method of meeting the
difficulty," it may be only fair to do so, but
is it wise or necessary? I think not. It
would have been just as fair, wise, and
necessary for us to suggest a location for the
Canadian Pacific Railway—it would not
likely have been accepted, however. It
occupied the time and labor of the best
professional skill, at a cost of several mil-
lion dollars, no doubt it was money and
labor well expended. Mr. H. says, if this
(Terms of Union) could be accomplished
by a tunnel, perhaps not one of our en-
tire population would raise an objection. But
can it be accomplished at a reasonable cost?
And then he refers to the contract for
building the St. Lawrence Tunnel at Mon-
treal at a cost of Four Million Dollars, the
length being about three miles. Taking this
as a criterion, it is estimated that a tunnel
from this Island to the Mainland would
cost thirteen and a half million dollars, a
little more than three years surplus revenue
of the Dominion Government, so far as cost
as concerned if the Province of Quebec can
afford a tunnel costing four million dollars,
surely thirteen and a half million dollars
would not be unbearable by the whole
Dominion. I have such faith in the honor
of Her Majesty the Queen and her Privy
Council and in the Dominion Government,
that it cannot be computed in dollars and
cents so far as our terms of Union are con-
cerned. Another objection is raised by
Mr. H. owing to the nature of the strata
through which our tunnel would have to
pass. Well, I confess I am not competent
to form an opinion whether it is or is not
possible to construct a tunnel under the
Straits, neither do I think is Mr. H. a
professional geologist, and if he is, I am
not aware that he ever made the necessary
borings, sank the necessary shafts or in
any way made the necessary explorations
to justify the Dominion Government in
deciding for or against a tunnel, all of
which is absolutely necessary before an
intelligent opinion can be formed in refer-
ence thereto.

Instead, therefore, of asking the people
of this Island to agree upon some plan or
method by which the Terms of Union can
be carried out, let the Dominion Govern-
ment employ the very best professional
men obtainable, and empower them to
make a thorough enquiry as to the best plan
that can be devised, together with an esti-
mate of the cost, of fulfilling the Terms of
Union, so far as winter communication is
concerned. Such an investigation would be
much more satisfactory than any amount of
theories proposed by heaven-born engineers.

I am, yours truly,
SAMUEL PROWSE.

Murray Harbor, Feb. 18, 1882.

Of course you have noticed what a differ-
ent aspect everything wears in the sunshine
from what it does in the shadow? And did
you ever think what a difference there was
between the sunlight of the clouded skies and
the sunshine that gleams into the darkened
chamber of the human soul? How bright and
how useful are the golden beams that break
in through the riven clouds to light up the
world again after a succession of dark and
sorrowful days! How peaceful and happy are
the blissful words of hope and cheer that
touch the heart and fill the soul with emotions
of peace and joy after a long period of sorrow
and despondency, when uttered by some dis-
interested friend. There are none living that
do not in a greater or lesser degree, have an
influence over the earthly happiness of others.
The sense of contributing to the pleasure of
others augments our own happiness. Unself-
ishness, Christian charity, and loving kind-
ness, are the sunbeams of the soul.

On Short Notice, in Good Style, at Cheap Prices,