

THE EXAMINER.

POSTAGE PREPAID

CHARLOTTETOWN, PRINCE EDWARD ISLAND, MONDAY NOVEMBER 29, 1875. NO. 48

The Examiner

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Table with columns for 'RATES OF ADVERTISING' and 'RATES OF CIRCULATION'. Includes rates for various types of advertisements and circulation figures.

ALMANAC FOR NOVEMBER 1875.

MOON'S CHANGES. First Quarter, 6th day, 5h. 40m. 3. M., N. below horizon.

Table with columns for 'DAY', 'MOON', 'RISE', 'SET', 'HIGH', 'DAY'S'. Lists moon phases and times for the month of November.

PRICES CURRENT.

Ch'town, Nov. 29, 1875.

Table listing various commodities and their prices, including fish, breadstuffs, flour, and other goods.

NOW OPEN!

"International Hotel," Central Street, Summerside, P. E. Island. I wish to inform the public that I have now opened one of the best and well furnished of the most commodious Hotels on this Island.

BUSINESS CARDS.

MackENZIE & STUMBLE, Auctioneers, Commission Merchants,

GENERAL AGENTS, 77 North Side Queen Square, Charlottetown, - P. E. Island.

WILLIAM DODD, Commission Merchant and AUCTIONEER, QUEEN SQUARE, CHARLOTTETOWN, P. E. ISLAND.

CARVELL BROS., AUCTIONEERS, Commission Merchants,

GENERAL AGENTS, Lower Queen St. Charlottetown, P. E. I.

F. M. CAMPBELL, General Merchant COMMISSION AGENT, AUCTIONEER & BROKER, TRINITY CORNER, GEORGETOWN, P. E. I.

Standard Life Insurance Co. Sept. 1, 1875, by

HASZARD BROS., Commission Merchants & Auctioneers, FORWARDING, MANUFACTURERS, AND General Agents, 61 WATER STREET, Opposite Merchants Bank, Charlottetown, - P. E. I.

REPRESENTERS: Messrs. Green-shields, Son & Co., Montreal, Messrs. W. & R. Brodie, Quebec, Messrs. J. S. Farlow & Co., Boston, Henry Lawson, Esq., Halifax, N. S., Hon. Daniel Davies, Charlottetown, P. E. I. May 3, 1875.

INSURANCE. MARINE INSURANCE COMPANY OF PRINCE EDWARD ISLAND.

BOARD OF DIRECTORS: ROBERT LONGWORTH, Esq., President, Hon. J. S. FARLOW, Esq., Vice-President, Hon. J. C. OWEN, Hon. A. A. McDONALD, THOMAS HANDBURY, Esq., GEORGE R. BEER, Esq., THOMAS MOHR, Esq., GEORGE D. LONGWORTH, Esq.

ST. LAWRENCE Marine Insurance Co. of PRINCE EDWARD ISLAND. Authorized capital, - - \$300,000. Subscribed Capital, - - 143,000.

BOARD OF DIRECTORS: ARCHIBALD KENNEDY, President, JOHN F. ROBERTSON, ARTHUR LORD, P. W. HYNDMAN, RALPH B. DEANE, THOMAS MOHR, GEORGE D. LONGWORTH.

FIRE INSURANCE. IMPERIAL Fire Insurance Company OF LONDON. Subscribed & Invested Capital. \$1,965,000 Sig.

PHENIX INSURANCE COMPANY. OF BROOKLYN, N. Y. Cash Assets, - - - \$2,015,363.31.

THE ABOVE OFFICES BEING OF UNDOUBTED STANDING, GUARANTEE PERFECT SECURITY AND PROMPT PAYMENT OF LOSSES.

DETACHED DWELLINGS insured for One, Two, or Three Years on SPECIALLY ADVANTAGEOUS TERMS.

FENTON T. NEWBERRY, AGENT. Jan. 18, 1874. By

THE LIVERPOOL & LONDON AND GLOBE INSURANCE COMPANY. FIRE AND LIFE.

Invested Funds, 1st Jan'y., 1874, \$21,628,856 Deposited with Receiver-General of Canada, 162,800 Other Investments in Dominion of Canada, 367,091

FAIR RATES. Prompt & Liberal Settlements.

Insurance against Fire effected upon Private Residences, Household Furniture and Farm Properties, for

One, Three or more years, At Reduced Rates.

Office—Great George Street, Charlotte town, P. E. I. R. B. FITZGERALD, Agent. Ch'town, July 27, 1874.—6m

POETRY.

SNOW-FLAKES. Out of the bosom of the Air, Out of the cloud-folds of her garments shaken,

Over the woodlands brown and bare, Over the harvest-fields forsaken, Silent and soft and slow Descends the snow.

Even as our cloudy fancies take Suddenly shape in some divinely expression, Even as the troubled heart doth make In the white countenance confession, The troubled sky reveals The grief it feels.

This is the poem of the air, Slowly in silent syllables recorded; This is the secret of despair, Long in its cloudy bosom hoarded, Now whispered and revealed To wood and field.

SOMETHING LEFT UNDONE. Labour with what zeal we will, Something still remains undone, Something uncompleted still Waits the rising of the sun.

By the bedside, on the stair, At the threshold, near the gates, With its murmur or its prayer, Like a mendicant it waits; Waits, and will not go away; Waits, and will not be gained; By the cares of yesterday Each to-day is heavier made;

Till at length the burden seems Greater than our strength can bear; As heavy as the weight of dreams, Pressing on us everywhere, And we stand from day to day, Like the dwarfs of times gone by, Who as Northern legends say, On their shoulders held the sky.

LITERATURE.

MARCUS WALLAND; OR, THE LONG WASSLING. CHAPTER VII.—Continued.

'What could I say to add any force to his eloquent relation of facts? Yet, thus called upon, I could not help stepping forward to join in the disputation. Judge Cleveland, I observed, had listened with intense interest to this conversation, and his large grey eyes grew luminous as Warland spoke.

'I cannot speak of myself,' said I with unaffected diffidence, 'as I have not taken the reins in my own hands; but I certainly have the best intentions to carry out my father's benevolent discipline. When he was on his death-bed, one of his latest, most solemn injunctions to me was, to be kind to the slaves he committed to my care.

'Remember my son,' he cried, with deep solemnity, 'that you must give an account of your stewardship as I am about to render mine; and I can say, in the prospect of death and eternity, that I have never voluntarily caused a tear to flow.' My uncle who is now delegated in the authority that will soon be mine, is a just man, (though my friend here will tell you a most sovereign aristocrat), and I most certainly, in all honesty and sincerity, intend to obey the injunction of my lamented father. I wish you would visit us, after my return to the South, and if I do not prove a second Nero, or Henry the Eighth, who, though very promising youths, became the most horrible tyrants, I will show you a collection of smiling, black faces, that will have more eloquence than a hundred tongues like mine.'

'Thank you,' said the gentleman, 'I should like very much to witness such a state of things as you describe. But if they are happy, why do we see so many fugitives trying to escape from their bonds?'

'Why, the world is full of runaways of every kind,' answered I. 'There is many a truant schoolboy that eludes his task; many a recent from the authority of home; and many a young miss that makes a moonlight flight. But there are innumerable examples of those who have resisted the strongest allurements to remain in a land of freedom, and preferred the service of their masters to being slaves in a strange home.'

'There is one thing I would like to hear you explain, my young friend,' continued he, turning to Warland, who had drawn back so as not to veil my dawning brightness. 'You observed these bondmen exhibited more carefulness than those whom we supply to fill subordinate stations in our household, though they toil for others without hope of remuneration. I should like to hear you explain the principle that animates them.'

'Your servants, as far as I understand, cried Warland, 'are ever changing, seldom remaining long in the service of the same family. The prospect of higher wages will induce them to leave the kindest and best of friends. There is seldom time given for the formation of binding attachments. While the negro, who is born in the household of his master, and brought up with his children, feels identified with its interests by all those powerful associations which are twined round the heart in the morning of life. It is true he toils for his master, but he is fed, and clothed, and sheltered, without care or forethought of his own. In sickness he is nursed; in old age protected; free from those anxious misgivings for the future which oppress the heart of their owners. Oh! I believe me, or were strangely misunderstood. I would not for the sovereignty of words attempt to remove your prejudices by the sacrifice of truth; but when it inspires and sustains me in all I utter, I could go on and speak volumes on the subject. If the memory of my youth and position did not warn me to forbear.'

'Now, my own dear Florence, if you do not feel proud of your friend and mine, you are not the girl I think you are. I think I see you while you are reading this scene. I see the brilliant connections of your Aurora-borealis countenance. I longed to tell them of your devotion to Mammy, as you still call her, when she was sick; how you sat up night after night, in spite of warning and reprimand, bathing her feverish head, and administering to the comfort of one who had so often nursed and watched over your wayward infancy. I longed to tell them what delight you take in petting and dressing your little live ebony dolls; and how idolized you are by every soul on the plantation. I wanted to describe you flying from cabin to cabin, scattering light and joy as you fly, and welcome as a ministrant from heaven, wild child of earth though you be. But you are my sister, and it would have seemed like glorifying myself to proclaim your praises and I knew you would curl your saucy lip if I dared even to mention you august name in the presence of strangers.'

DR. TUPPER'S SPEECH.

In the course of his speech at Halifax, Dr. Tupper said:—

Mr. Mackenzie told you the other night, and it was a rash and extreme statement that I am sure he would not repeat after once seeing it in print—that the whole resources of the British Empire would not build the Canadian Pacific Railway in ten years. Gentlemen, I need not tell you that the resources of the Empire would build it in one year with the greatest ease. There is not a contractor in the country; there is not an intelligent man in the country that knows anything about such matters, and knows the powers and resources of the British Empire, that do not know that it could be done in one year. These men's sense of having left an elephant on their hands, because we had prepared to obtain the construction of the Canadian Pacific Railway by a grant of wild lands, otherwise perfectly valueless, and a contribution of one and a half million of dollars per annum. They not only denounced us for providing for its construction as a great work but said that we were insane to talk about constructing it in ten years. I may tell you, however, that I never expected it would be built in ten years, but I know that the people of British Columbia would regard our honest and straight forward efforts to obtain capital and forward the work on all that was needed, if it should take twenty years instead of ten. It was a bargain between the great Dominion of Canada and a very small colony on the Pacific coast, and I know that the people would be only too well satisfied if they saw that vigorous and energetic efforts were put forth to carry that public work to completion.

That policy failed. Why? Because a party, hungry for power, lying out of office and determined to have office, had gone to the elections of 1872 and had been foiled by the magnificent record that we were able to place before the country of our successful administration of the public affairs. They had come back beaten and disheartened, and we had got the majority that we were entitled to at the hands of the men we had served so faithfully. Foiled in that, what did they do? The Toronto 'Globe' raised a hue and cry of 'Corruption' against the Government of the day; and they followed Sir Hugh Allan, Mr. Archibald, and Major Walker into London, and all these influences, combined with the great rival influences of the Grand Trunk Company that was opposed to the Canadian Pacific, and the whole of that enormous influence combined to strike a fatal blow at Canadian credit and prevent the realization of this magnificent work on terms which would have been so advantageous to Canada. Yes, it failed, but gentlemen, when it failed, and when we were driven from power by means which I see the very men who did it will blush to see upon the page of history, when that was accomplished, those gentlemen not only gave an official undertaking to build the road as a Government work, but what more? Having put that bill on the statute book when they were free, where was the elephant? We had redeemed our pledge; we had voted the thirty million dollars and the fifty million acres of land we had promised; a company had gone to London to raise the money, and every obligation Canada had undertaken with reference to that road was achieved; only she was bound in good faith to make every effort to carry out the scheme of building the road by a company. But she was not bound to mortgage all her revenues to raise the hundred million dollars necessary to build the road. Every man in British Columbia knew that the provision for building the road in ten years meant that the Government would use their best efforts to push the work on. This Government therefore took charge of affairs with a *tabula rasa*, the statement with regard to a legacy, an intolerable burden having been laid upon the present Government and the people of Canada, as baseless as it is possible for any man to conceive. But what next? As if determined to leave no stone unturned, the Government sent to London, and if there is any elephant in the case, it is one imported into the country by the Prime Minister, (Laughter.) Those gentlemen who say that the whole resources of the British Empire could not build the railway in ten years, have solemnly bound the faith of Canada, *enle galeo*, to the British Government, as well as to the people of British Columbia, to build those two thousand miles of railway through the Rocky Mountains by the first of December, 1880. (Dr. Tupper here read the terms of the agreement from a speech of Mr. Mackenzie's). This is the written compact made with Sir Cartwright with reference to terms means. The Premier says that the terms of that contract with Lord Cartwright were simply to this purport—that the Government were to spend two million a year instead of one and a half in British Columbia. But those two thousand miles are to be built in fifteen years, a work which they declared the whole resources of Great Britain could not build in ten years. (Applause.) I think you will agree that this had been enough, but this is not the worst. Parliament had determined to put the Eastern terminus of the road at Nipissing. We said that if we brought the traffic of the West down to that point, the Canada Central Railway should be able in an hour to raise the money necessary to build the hundred and fifty miles to make the connection, and that the Toronto and Nipissing road should be able to do the same. Mr. Blake said the other night at Toronto that down here I had denounced the Government for subsidizing railways in Ontario, and that in Toronto I had denounced them for doing nothing of the kind. I did not. I said that having promised certain subsidies, they were as much bound to carry out the one pledge as the other. They are now spending a million and a half in building this very line from Nipissing to connect with the Canada Central. There is a certain Senator Foster, who gave great support to the enemy in breaking down the old Government, and he is the Canada Central, and he is now subsidised by the Government to the extent of a million and a half, or \$20,000 a mile. Senator Foster and his American friends, for a Boston man has the contract, as I am prepared to show notwithstanding the alleged assignment, have now the contract to build the road up to the shores of Georgian Bay. But Mr. Mackenzie says they are going to use the water-stretches. I think you will agree with me

that this is a pretty long stretch. If you were in Montreal and going West you would take a foot of this line; you would take the route by Port Hope and reach the Georgian Bay by a line twenty-five miles shorter. Again the Government are spending the money of the country to build a road 100 miles long to Peuluna. We say, there is a magnificent water-stretch, why not use that? But supposing the railway desirable a company had obtained a charter and only required the assent of the Government to build that road, they reply they are following our policy in that matter. Our policy was to pay out thirty millions and not to pay out a dollar extra for that branch road. That road is now graded, all but some thirty miles, at the expense of Canada. Again there is the Nanaimo and Esquimaux branch of 65 miles. We were told that road made things all straight with British Columbia, and we inclined not to look too narrowly at it. But the road runs right along in sight of a fine shore with splendid harbours. Next we have a branch to Thunder Bay of 167 miles. Adding to these the 30 miles run down beyond Nipissing, we have altogether 360 miles of extra road, which at \$45,000 a mile, and it cannot be built for \$50,000, will add no less than sixteen and a quarter million to the burden of the country. Add a million and a half for the Canada Central railway and you will see how much these gentlemen are afraid of the elephant. (Loud applause and laughter.) They have pledged the country to build this road in fifteen years without any qualification whatever, so that we are disgraced in the eyes of the world if it is not done. But the 'Chronicle' wants to know what is the matter with the country, what is the cause of the depression which prevails in every department of trade. I do not say, for I do not believe that it is caused altogether by the Government, but I shall give some reasons which induce me to believe that they are largely responsible, that the ship of state is among the breakers because she has passed utterly into the hands of the men who said that Confederation never would be a success. (Applause.) We said it would be a success, and down to the hour we left the Government the country was enjoying a flood tide of the most magnificent success. (Applause.) What is it that in two short years has so changed the face of affairs? If the 'Morning Chronicle' wants to know, why did it not ask Mr. Mackenzie that question? (Applause and laughter.) He saved them that trouble he told them it was because a depression caused by an inflated currency in the United States led to a crisis in trade, the consequence of which this country was flooded with American goods. (More laughter.) Why do not these gentlemen accept his statement? It so happens that we were in power when this depression in the United States was at its height, and that the United States are now more prosperous than when we went out of power. You have been willing to listen to a vindication when the character of the men who governed the country was at stake, a vindication I think satisfactory even to the most hostile, but now in view of the depression that has faded like a pall over the country, it behoves every man, whether he takes a public part in administering public affairs or only exercises the solemn trust of choosing representatives, it behoves us all, I say, to look at these things in a different way, and there is any possible change by which matters can be altered and improved. I say again that you cannot attribute all of the existing depression to the state of affairs in the United States, it is not that alone. Mr. Mackenzie take that view, because it will tend to lead men to the view I am in favour of, that is the necessity of a National Policy. (Great applause.) The depressed condition of the country, the 'intended' has forced their goods upon Canada, and that has forced Canadian goods down upon you to a large extent, though I am inclined to think you will not be troubled in the future in the past in that way. But because a man has a right to his property, it is because the fiscal policy of Canada has been such as to permit the Americans to have unfair advantages in reference to the commerce of this country over our own people that we have reason to believe that some of the depression that we are now suffering is a direct result of the policy I said by the party now in power. I have said in the presence of their own leading men, and I now repeat it here, that if all the ability they possess had been spent upon arriving at the method by which the might now effectually bring about the present financial depression, I know of no means that they have left untried to secure their object. I do not know whether their acts have been intended or not, but having made such a statement I am bound to give you the grounds upon which it is based. I have told you what the condition of Canada was when the present Government came into power in a mortal-need, and my understanding was universal. The public works were progressing, and there was a firm belief in the future of the country. We felt assured that if our railway policy succeeded it would bring in a hundred millions of foreign capital which would revitalize the country, would have the effect of continuing the prosperity which then existed. All this was struck down by the unfair and anti-patriotic combination to which I have alluded. The Finance Minister immediately on the accession of the new Government, put the statement in the mouth of the Governor General, that there was a serious deficit existing which an additional taxation would be required to meet. But the Toronto 'Globe' advised the other day that the additional three millions then called for was required more to meet the expenditure of 1874-5 than to cover an excess expenditure of 1873-4. Mr. Blake, too, in South Bruce, asked what House of Commons had to complain of, and told his hearers that one sixth had been added to the tax on the whole country for the purpose of giving that province the road it demanded. (Applause.) It was just \$2,000,000. Why did they not come in honestly and say that they required the money for that purpose? But when, instead of doing this, they said that it was to cover a deficit, they struck a blow at the financial position of the country, and at the confidence of the people in the sound condition of public affairs. That was the second cause of the change from which the country is now suffering. This net was followed by a budget speech, such as I think never came from the mouth of a Finance Minister in any country before. Mr. Cartwright first stated to the House that we were absolutely bound to build this Pacific Railway, and then, after dinner, some one having, in the meantime, directed the attention to the limitation in the journals, came in and said that he had discovered that our liability was limited to a pledge of \$30,000,000 and 50,000,000 acres of land. Then, having said that the construction of the Pacific Railway would impose upon the Dominion a debt relatively equal to, if not greater than that of Great Britain, of the Government before the close of the session placed on the statute book an act providing not only for the building of that railway, but 360 miles additional. Subsequently the Hon. Mr. Cartwright, England to negotiate a loan, and you have heard a good deal about the way in which he did it. Mr. Mackenzie though he had settled the question when he told you that his friend Sir Francis Hincks, had told him that it

was a capital loan. Some years ago, when Sir Francis Hincks was managing the affairs of this country with an ability surpassing that of any man for twenty years previously, he was not an authority there; he was a successful contractor, and was a Rip Van Winkle, who had been asleep for half a century. But he was not a whipper; a compliment of a member of the Government's financial achievements than he immediately becomes the greatest living authority. When the Government comes back from England, though with \$10,000,000, and lends it out among the banks on what terms they please, with or without interest, I refuse to accept the statement of any condition connected with one of the institutions so favoured on a question between the Government and Opposition. Mr. Blake also said he would be willing to leave this question to Sir Francis Hincks. Though I do not, as a general rule, rely on the testimony of Sir Francis Hincks, especially when they can borrow a half a million dollars without paying any interest upon it, I make an exception in favour of Sir Francis Hincks, and I pledge myself that for the criticism of the Government's conduct, I can produce the authority of Sir Francis Hincks to sustain me. I said to him:—What are you singing in Pears about this loan? Belgium went into the English Market and got a three per cent loan negotiated on better terms than you did a four per cent one, and even the little Province of New Zealand placed a loan upon the same market upon more advantageous terms than were obtained for Canada.

MAN AS AN AUTOMATON.

A little more than a year ago Professor Huxley started the world with his famous paper on 'Animals as Automata.' In that paper, this lucid writer and bold thinker used the word automaton in much the same sense as we use it in the scientific, namely, to describe something which acts involuntarily, and not, as Webster defines it, 'a self-moving machine,' or one which has its driving power within itself. From the very meaning of the word, the movements of automata were directly caused by external impressions, independently of any exercise of will power; in other words, they were machines, upon which, certain causes produced certain effects. We are not, however, content with ourselves as automata or machines (and really the two words mean the same thing), even if so great a philosopher as Huxley should tell us we were.

The difference between a man and a machine are numerous. In the variety of work performed, man surpasses any engine that he has yet devised, although many of his machines surpass in perfection their builder. Where man's strength is great, delicacy or great strength are requisite, the machine out-acts the man; and yet so simple a motion as that of walking has been but poorly imitated by machinery.

The superiority of a man to a machine is shown by his ability to move and adjust his machines; it is, in fact, the superiority of mind to matter. But between the machine which can do nothing but what it was expressly built for, and the intelligent thinker in the construction of a machine, there are all the intermediate stages represented by different members of the human family. There are men of little brains and much muscle, men of big brains and less muscle; men who plod along year after year, in the path which their fathers trod, and men who put all their heavy work on muscles of steel and of leather. The proportion of wide-awake, thinking men to dull routine plodders in the population of a nation, and the extent of a country is easily determined by the relative number of patents taken out in that country; and measured by this standard, the United States contains the best proportion of wide-awake men.

But there is a word to be said in favor of automata or man machines. Even now, at the close of the nineteenth century, there remains many kinds of labor which cannot be done by machinery. There are very much of these things, and these are the things which are not to be excluded in this classification, required to tend the machines, feed them, prepare work for them, and fill up the gaps in their work. For some of these things, and for some of the things which are not to be excluded in this classification, required to tend the machines, feed them, prepare work for them, and fill up the gaps in their work.

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