

THE EXAMINER.

VOL. 6. CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, APRIL 28, 1880. NO. 134

THE DAILY EXAMINER
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1865' BUILDING, CORNER OF WATER
AND GREAT GEORGE STREETS,
Charlottetown, P. E. I.

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Advertising at most moderate rates.
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W. L. COTTON, J. W. MITCHELL,
Manager. Office Sup't

Prince Edward Island RAILWAY.

TIME TABLE NO. 13.
Winter Arrangement.

TO COME INTO FORCE
TUESDAY, December 2nd, 1879.
TRAINS GOING WEST.

STATIONS.	Nos. 1 & 3, Mixed.	No. 5, Mixed.
Georgetown	Dp 8.20 a.m.	
Cardigan	" 8.46 "	
Mt. St. Junc.	Ar 10.10 "	
Royalty Junction	" 11.27 "	
Charlottetown	Ar 11.50 a.m.	
Royalty Junction	Dp 8.00 a.m.	Dp 3.00 p.m.
North Wiltshire	" 8.22 "	" 3.23 "
Hunter River	" 9.14 "	" 4.15 "
Breadalbane	" 9.30 "	" 4.30 "
County Line	" 10.07 "	" 5.08 "
Kensington	" 10.17 "	" 5.18 "
Summerside	" 10.55 "	" 5.55 "
Wellington	Ar 11.30 a.m.	Ar 6.30 p.m.
Port Hill	Dp 1.30 p.m.	
O'Leary	" 2.19 "	
Alberton	" 3.00 "	
Tignish	" 4.17 "	
	" 5.17 "	
	" 6.10 "	

TRAINS GOING EAST.

STATIONS.	Nos. 2 and 4, Mixed.	No. 6, Mixed.
Tignish	Dp 6.30 a.m.	
Alberton	" 7.25 "	
O'Leary	" 8.25 "	
Port Hill	" 9.40 "	
Wellington	" 10.22 "	
Summerside	Ar 11.10 a.m.	
Kensington	Dp 2.30 p.m.	Dp 7.30 a.m.
County Line	" 3.05 "	" 8.05 "
Breadalbane	" 3.43 "	" 8.44 "
Hunter River	" 3.53 "	" 8.54 "
North Wiltshire	" 4.30 "	" 9.30 "
Royalty Junction	" 4.46 "	" 9.43 "
Charlottetown	" 5.37 "	" 10.38 "
Royalty Junction	Ar 6.00 p.m.	Ar 11.09 a.m.
Charlottetown	Dp 2.30 p.m.	
Royalty Junction	" 2.53 "	
Mt. St. Junc.	Dp 4.10 "	
Cardigan	Dp 4.15 "	
Georgetown	Ar 6.00 p.m.	

SOURIS BRANCH.

Trains Going West.

STATIONS.	No. 7, Mixed.
Souris	Depart 7.15 a.m.
Harmony	" 7.37 "
St. Peter's	" 8.55 "
Morell	" 9.28 "
Mt. Stewart Junction	Arrive 10.10 a.m.

Trains Going East.

STATIONS.	No. 8, Mixed.
Mt. Stewart Junction	Depart 4.15 p.m.
Morell	" 4.58 "
St. Peter's	" 5.30 "
Harmony	" 6.43 "
Souris	Arrive 7.19 "

ALEX. MACNAB,
Supt and Engineer.
Railway Office, Chtown, Nov. 23, 1879.
—pat pres h a ne sp sj kea pio 6i

Labrador Herring

CHOICE CATCH OF 1879.
Smoked Salmon, Salt Trout,
" Herring, " Shad,
" Halibut, " Mackerel.
At HALLS FISH MARKET.
Feb. 18, 1880—cf

Bones. Bones.

The undersigned will pay fifty cents Cash per cwt. for all bones delivered at the Bone Mill, in the Royalty. No quantity less than one cwt. (112 lbs) taken.
FRED. W. MYNDMAN,
Agent.
Chtown, Dec. 1, 1879

GUARDIAN FIRE AND LIFE Assurance Company.

Subscribed Capital, £2,000,000
Total Invested Funds, Upwards of 2,956,000
Total Annual Income, 499,750

The undersigned having been appointed Agents at Charlottetown, are prepared to issue Policies of Insurance against Fire on the usual terms.

CARVELL BROS.
Charlottetown, April 21, '80—1m 2aw

Osborne House RE-OPENED.

THIS WELL-KNOWN HOTEL has been THOROUGHLY REPAIRED and FURNISHED in First-Class Style FOR THE Accommodation of the Travelling Public.

Guests and baggage conveyed from the Railway Station and Steamers free of charge.

C. V. MCGREGOR,
Proprietor.
Water Street, Chtown, P. E. I., cod April 20, 1880. (pat sj 1m)

THE NORTH BRITISH & MERCANTILE FIRE AND LIFE INSURANCE CO., OF Edinburgh and London, ESTABLISHED IN 1809.

Subscribed Capital, \$9,733,332.00
Paid up Capital, 1,216,666.00

Transacts every description of Fire, Life and Annuity Business on the most favorable terms.

FIRE DEPARTMENT—Insurances may be effected at the lowest current rates. Insurances upon Public and Private Buildings effected on especially favorable terms. Losses settled with promptitude and liberality.

LIFE DEPARTMENT—New and Reduced premiums for Dominion of Canada.

C. W. DEBLOIS,
General Agent for P. E. Island
Office, No. 55 Water Street, Charlottetown.
April 14, '80—pat her ne sj kea if cod

E. G. HUNTER, MONUMENTS Tablets, Headstones, &c.,

in variety, at LOWEST PRICES. BEST STOCK. Superior Workmanship. SATISFACTION GUARANTEED TO PATRONS

N. B.—Farm Produce taken at market rates, in payment, during shipping season.

Kent Street, Charlottetown, P. E. I.
Please call and examine Designs & Prices.
Mar. 20, 1880.—w d—tu sa 6m

QUEEN INSURANCE COY. OF ENGLAND.

CAPITAL, . . TWO MILLIONS STERLING.

INSURANCE effected on all kinds of Buildings, Merchandise and Produce. Also, on Vessels on the stocks. Special rates for isolated residences. Losses settled promptly.

GEORGE MACLEOD (Union Bank),
Agent for Prince Edward Island
June, 1877—

MACLEAN & MARTIN ATTORNEYS-AT-LAW,

Newson's Building, Opp. Post Office,
Charlottetown, P. E. I.
A. A. MCLEAN. D. C. MARTIN.
June 18, 1879.—ex 2aw

BILLS OF LADING FOR SALE AT THE EXAMINER OFFICE.

Potato Farina.

AN EXCELLENT SUBSTITUTE FOR CORN STARCH, and CHEAPER, at **BEER & GOFF'S.**
April 17, 1880.

strengthen her bow. Both steamers have been elegantly painted and now present a very creditable appearance. We might here mention that the work on the hull of the *Princess of Wales* was performed by Mr. Daniel Dinn, of this city; the work on the boiler by Mr. John Cumming, Engineer, and the painting of both steamers by Mr. P. H. Trainor.

Correspondence.

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

Winter Communication.

To the Editor of the Examiner.

SIR,—Much has been said about the wonderful success of the "Northern Light" in keeping up communication with the mainland during the winter season. No doubt she has been of service to P. E. I., plying between Georgetown and Pictou. She has clearly demonstrated the fact that it is possible for a steamer to cross the Straits in a reasonable time when the wind is favorable and the ice loose. This winter through which we have just passed has not been an unusual one in severity. Still, had we been entirely dependent on the "Northern Light" for our mails, we should have been very irregularly served.

Whatever may have been the success of our winter steamer, the Post Office Department saw fit to send the mails by the Cape to secure regularity in despatching and receiving the mails. One could hardly come to any other conclusion than that the crossing at the Capes is the most certain; and, judging the future by the past, must always be so. The question of winter steam navigation between Cape Traverse and Cape Tormentine has attracted the attention of not a few, and, until the experiment is tried, it will be a subject upon which there must, of necessity, be a difference of opinion. Having crossed the Straits at the time the "Northern Light" was locked fast in the ice, and remaining so for weeks, we are fully assured that during this time, daily trips could have been made by a much smaller steamer than the one now employed at the Capes.

Whichever way the wind may blow, at about half ebb tide, the ice loosens so a steamer could crowd her way through or go around the ice fields. A north-east wind forces the ice on Cape Tormentine, causing it to separate, a part being driven into Baie de Verte, thereby insuring open water on the New Brunswick side, and nearly over to Cape Traverse. A southwest wind drives the ice on Cape Traverse, producing a similar effect. With little or no wind the ice always loosens as the tide falls, so a steamer would find but little difficulty in making round trips daily. Captain Irving, having had many years experience in crossing at the Capes, fully explained the effects of the wind from all points, as well as the tides at all their different stages, completely dispelling all doubts in my mind as to this being the proper place to connect P. E. Island with the Mainland. It is already a settled fact that the mails can be taken across safely at the Capes, under the skilful management of Captains Irving and Muttart, the present contractors, average trips being made in three hours, and round trips have often been made in five or six hours. Since we are entitled to steam communication with the mainland during the winter season, it is to be hoped that the Dominion Government—if they entertain any doubt as to this route being practicable—will at once put themselves in possession of the facts respecting it. We shall then have a suitable steamer with railroad connections at the Capes, thereby insuring safe regular and rapid communication with the outside world, and the Government will have fairly redeemed their promise in this regard.

To insure success, Capt. Irving, with the following persons of skill and muscle, should take the management of the steamer and the boats now in use when occasion might require. At present there are four regular crews, divided as follows: "Princess Louise," Capt. Munsey Irving, Robt. Campbell (builder of the boats "Princess Louise" and "Marquis of Lorne"), William Bell and Frank McWilliams; the "Marquis of Lorne," Captain Arthur Irving, Thomas Howatt, James Howatt, and George Irving; the "Sir John," Captain Montague Muttart, Cornelius Campbell, Wm. Campbell, and Alex. Muttart; "McKenzie," Capt. Newton Muttart, George H. Muttart, Hector Campbell, and James Ahearn.

In conclusion, I would fall short of my duty not to add that every attention to the safety and comfort of passengers by this route is carefully looked after by the respective Captains aided by their crew.

Yours, &c.,
April 27th, 1880.

To the Editor of the Examiner.

MR. EDITOR,—In reply to Mr. Jno. Harper's letter in the EXAMINER of Saturday, I would state:—

1. That Mr. Harper's simple, unsupported word is not always to be believed. Only twelve months ago he solemnly, and to all human appearance, even piously declared that he had nothing whatever, "either directly or indirectly" to do with the movement against the Prince of Wales College and Professor Anderson. Now, his best friends and admirers boastfully declare he had, and was, as I said at the time, the chief, instigator, manager, and wire-puller general in the whole affair.

2. The sub-Editor of the *Argus*, that of course knows who write articles or inspire them, for that paper, friendly, admiringly and even boastfully declared or represented that Mr. Harper, deserves all the credit for being the great moving spirit and sole active worker in carrying on the crusade against College and Professor. Mr. Harper admits he saw that article in the *Argus*, yea, that even his attention was directed to it; yet he took all the credit given to him

—by silence gave consent to it as true and as his own sentiments. He now says of himself, "It has come to my ear that those who are aiding and abetting him in his present course of action towards me, are busy circulating his false statements. I am thus compelled, in self-defence, to contradict them publicly." Well, would the public not have been more ready to believe his denial, if he had contradicted them when they were boastfully and exultantly given in the *Argus*, instead of now, when he sees his sins are in danger of finding him out.

3. Mr. Harper, knowing I have proof, is very cautious and adroit in his denial. He refers to only one article—"a communication,"—"neither writing that article nor suggesting it,"—"knew nothing about it till my attention was drawn to it,"—"the article in question." I charged him with writing or having to do with a number or series of articles in the *Argus*.

4. He feels the weakness of his ground, he dreads investigation, he is terrified at the prospect of discussion, and shows the cowardice of guilt by declaring of himself, "I need not say that I have no wish to enter into controversy with such a writer as the editor of the *Presbyterian*." Why should he fear an able writer if he has truth on his side, which is mighty?

5. The *Argus* article could have been written or inspired only by one who has received title-tattle information from an offended servant girl of Professor Anderson's. That girl, for some time, has been in the employ and confidence of Mr. Harper.

6. Mr. Harper's utter unfitness for the duties of his office has, for some time, become manifest to the other Professors. The articles were evidently written by one whose condition is uncomfortable, and who wishes to arouse prejudice and party feeling against Principal Anderson, and in favor of "sturdy, scheming John."

7. When the *Argus* came out so boldly in praise of "sturdy John," his "ire," and his successful scheming, plotting, and "conflict" or "conflict" against College and Principal, it must have been with Harper's known permission, authority or advice. He would not dare drag innocent John into the "conflict" as the great successful champion, chief and sole plotter against the College and undermen of Professor Anderson, without his consent or knowledge. And Harper's silence afterwards evidently shows that his consent had been given or the knowledge and complicity had existed.

8. Last but not least, we have it through as truthful and respectable a gentleman as there is in the city, a Grit, and one whom all would expect to do justice to the *Argus*, that he saw Mr. Harper personally give in the manuscript for publication, and that he is morally certain Mr. Harper is the author or leading spirit of all the articles.

Yours truly,
S. G. LAWSON.

The Newfoundland Fishery Difficulty.

The New York Herald of Friday publishes the following cablegram:—

LONDON, April 22.—The long negotiations between the United States and Great Britain relating to the Fortune Bay (Newfoundland) attacks on American fishermen ended a few days ago in the refusal of the British Government to recognize the justice of the American claims. Lord Salisbury replies to the demand of the United States for \$103,000 damages by a positive refusal to pay or to recognize the justice of the claims. He takes the ground that the United States fishermen, in drawing their seines from the shore, were transgressing the privileges granted them under the treaty, which, Lord Salisbury holds, does not include in the term "shore fishing" the right to land for the purpose of drawing seines from the shore. He also holds that in fishing with seines the American fishermen were violating local laws which were in existence when the treaty was concluded, and which therefore marked the conditions subject to which the Americans received their rights and privileges. Under the treaty he admits that no local act regulating the fisheries which was passed subsequent to the treaty, would affect the treaty rights of the United States, but insists that the United States accepted the fishery rights subject to all local acts and regulations in force at the time. Lord Salisbury's answer, containing this refusal, was forwarded to the United States Government some days ago. It leaves at least one troublesome question open for his successor to settle.

A Good Account.

"To sum it up, six long years of bed-ridden sickness and suffering, costing \$200 per year, total \$1,200—all which was stopped by three bottles of Hop Bitters taken by my wife, who has done her own housework for a year since, without the loss of a day, and I want everybody to know it for their benefit."
"JOHN WEEKS, Butler, N. Y."

Special Notices.

Still selling, that good Tea at George Carter's, 65 Gt. George street a22 21 t-s
New Maple Sugar and Maple Wax at "The Confectionery."
ORANGES by the box at BEER & GOFF'S [a 23, 5i
FRESH Maple Sugar, Oranges and Lemons at BEER & GOFF'S. [a 23, 3i
HOP BITTERS.—A fresh supply received by Northern Light to-day, at APOTHECARIES HALL, DeBriessy's Corner.—ap 23, 1w