

THE EXAMINER.

VOL. 6.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, APRIL 7, 1880.

NO. 116

THE DAILY EXAMINER

Is Published every Evening.
OFFICE:
INGS' BUILDING, CORNER OF WATER
AND GREAT GEORGE STREETS,
Charlottetown, P. E. I.

RATES OF SUBSCRIPTION:
Six Months, \$2 50
Three Months, 1 25
One Month, 0 50
One Week, 0 12

Advertising at most moderate rates.
Contracts may be made for monthly, quarterly, or half-yearly advertisements, on application.

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 Stew't Junc.	Ar 10.10 "	
Royalty Junction	Dp 10.15 "	
Charlottetown	Ar 11.27 "	
Royalty Junction	Ar 11.50 a.m.	
North Wiltshire	Dp 8.00 a.m.	Dp 3.00 p.m.
Hunter River	" 8.22 "	" 3.23 "
Breadalbane	" 9.14 "	" 4.15 "
County Line	" 9.30 "	" 4.30 "
Kensington	" 10.07 "	" 5.08 "
Summerside	" 10.17 "	" 5.18 "
Wellington	" 10.55 "	" 5.55 "
Port Hill	Ar 11.30 a.m.	Ar 6.30 p.m.
O'Leary	Dp 1.30 p.m.	
Alberton	" 2.19 "	
Tignish	" 3.00 "	
	" 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 11.00 a.m.
Mt. Stew't Junc.	Dp 2.30 p.m.	
Cardigan	Ar 4.10 "	
Georgetown	Dp 4.15 "	
	" 5.35 "	
	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	" 6.48 "
Souris	Arrive 7.10 "

ALEX. MACMURDO,
Sup't and Engineer.
Railway Office, Chtown, Nov. 28, 1879.
—pat pres h a ne sj kea pio 6i

VALUABLE PROPERTY FOR SALE.

THE Subscriber offers for Sale all that Valuable Property situated on corner of Grafton and West streets, and comprising Town Lots Nos. 15 and 16 in the third hundred of Town Lots in Charlottetown. Also, that Property on Kent Street, consisting of Town Lots Nos. 67 and one-half of 66, also in the third hundred. This property is a most desirable one for private residences, and will be sold low. If not disposed of by private sale, it will be offered at Auction about June 1st, next. Offers for part of the property will be received. For further particulars apply to Messrs. DAVIES & SUTHERLAND, or to the subscriber.

F. MITCHELL,
Trustee.
Ch'town, Feb. 19, 1880—2aw

Daily Examiner!

1880.

Advertises Cheap FOR CASH!

JOB PRINTING

PROMPTLY, NEATLY, AND CHEAPLY DONE.

Persons who have not yet settled last year's accounts, will please do so before commencing the business of the coming season.

Small Profits—Quick Returns,

IS OUR MOTTO.
Warned by the past, we intend to deal closer to the cash system than ever heretofore.

THE DAILY EXAMINER

Local News,
Foreign News,
Political News,
Social News,
Commercial News,
Shipping News.

EVERY EVENING,
PRICE 2 CENTS.

SUBSCRIPTION RATES:
Quarterly \$1.25
Half-Yearly 2.50

THE DAILY

HAS A Largely Increased Circulation

AND IS AN EXCELLENT ADVERTISING MEDIUM

THE WEEKLY EXAMINER

Made up from THE DAILY—a Compendium of all the News of the Week.
Subscription price only

ONE DOLLAR A YEAR, IN ADVANCE.

Sent to any address in Great Britain or North America.

Persons having relatives or friends abroad cannot do better than send them THE WEEKLY EXAMINER.

A few Advertisements only, received
J. W. MITCHELL, | W. L. COTTON,
Office Sup't. Manager

E. G. HUNTER, SECOND EDITION

Manufacturer & Dealer in 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—th sa 6m

No. 35 Water St., Charlottetown.

Prince Edward Island Branch
—OF THE—
NORTH BRITISH & MERCANTILE
FIRE AND LIFE
INSURANCE CO.

Subscribed Capital, \$9,743,332.00
Paid up Capital, 1,216,666.00
CHIEF OFFICES—Edinburgh, 64 Princess Street; London, 61 Threadneedle Street.
Nine-Tenths of the Profits of the Life Assurance Business are divided every Five Years. The Tables of Rates are moderate.
Fire Insurances effected on nearly every description of Property, at the LOWEST RATES of Premium, corresponding to the nature of the risk.
Losses settled with promptitude and liberality.
G. W. DEBLOIS,
General Agent.
Dec. 14.

QUEEN INSURANCE CO'Y, 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 18, 1879.—ex2aw

MAGLEAN & MARTIN ATTORNEYS-AT-LAW,

Newson's Building, Opp. Post Office,
Charlottetown, P. E. I.
A. A. McLEAN. D. C. MARTIN.
June 18, 1879.—ex2aw

J. R. FOSTER, Moncton, N. B.,

REPRESENTING IN THE MARITIME PROVINCES
Ontario, Chicago and Western
Millers and Shippers.

FLOUR, MEAL, GRAIN, Seeds and Provisions.

The following are some of the leading brands of Flour for sale wholesale, in car-load-lots only, viz:—"Bada," "Alabaster," "White Rose," "Warcup's Superior," "Pastry," "Beaver Mills," "Red XXX," "Amber," &c., &c.
The above choice brands of flour, with many others, can be obtained at all the leading Flour Houses in the Maritime Provinces. Samples of all kinds of Seed Grains, and other goods will be sent to any address on application free of charge.
Ask for quotations by telegraph in "Cipher," which will be supplied to all correspondents on application.
Nov. 25, 1879—ly

JUST RECEIVED,

Per S. S. Northern Light,
A CHOICE SELECTION OF
Spring Tweeds and Worstedes.

SPECIAL BARAINS GIVEN.
BRUCE & MCKENZIE,
Feb. 21, 1880—31aw tf Queen Street.

Valuable Property for Sale.

TO BE SOLD, all that part of Town Lot No. 74, in the first hundred of Town Lots in Charlottetown; having a front of 67 feet, Dorchester Street, and running back 80 feet, together with the buildings thereon erected.
For further particulars apply to Messrs. HODGSON & McLEOD Charlottetown.
Sept. 18, 1879.

THE DAILY EXAMINER.

APRIL 7, 1880.

NOTES FROM THE CAPITAL.

HOUSE OF COMMONS.

The "Northern Light."

DR. MUTTART'S SPEECH.

I rise to express my regret that the Government has seen fit to order the Northern Light to the Capes, especially as the experience of the present winter has shown that the navigation of the Straits between Georgetown and Pictou for the greater part of the winter months is feasible beyond any doubt. During the winter of 1878-79, which as hon. members will remember was an exceedingly cold and stormy one, this steamer did good work, and it is confidently believed, by those qualified to judge, that were it not for her meeting with an accident which, by the way happened to her while in search of a new and better route, she would have continued her trips between Georgetown and Pictou for the greater part if not the entire winter. During the present season she has run with remarkable regularity until very recently—a regularity which has almost if not quite convinced the most skeptical of her capabilities as a winter steamer. I find, on referring to the returns, that since 19th of December, 1879, up till the end of February last, the Northern Light shows the following earnings:—
Earnings for month December, 1879, \$617 06
Made up as follows:—
Freight, . . . \$317 76
Passages, . . . 232 00
Meals, . . . 37 60
State Room, . . . 10 00
\$617 36
Earnings for January, 1880, \$1,152 23
Freight, . . . \$449 63
Passages, . . . 555 50
Meals, . . . 103 10
State Rooms, . . . 34 00
\$1,152 23
Earnings for February, 1880, \$525 76
Freight, . . . \$209 76
Passages, . . . 237 00
Meals, . . . 57 50
Rooms, . . . 21 50
\$525 76
Total earnings, \$5,295 23

The amount may appear small in comparison with the cost of running the steamer; but aside from the increase of trade which will be eventually built up in the direction of steam communication, he continued, the Island according to the terms of Confederation is entitled to efficient steam communication, winter and summer, for the conveyance of mails and passengers. Whatever difference of opinion may have existed as to the efficiency of the steamer herself, and I must say that I believe her to be a most excellent boat for the purposes for which she is intended. There can be little difference of opinion, I think, amongst unprejudiced men, as to her unsuitableness for duty at Capes Traverse and Tormentine. Between these Capes is a distance of about 7 nautical miles, a reef about one and a half miles in length runs out from Juriman's Island near Cape Tormentine. The depth of water between Cape Tormentine and Cape Traverse ranges from six to sixteen fathoms. The water for a long way out from both shores is very shallow—now when it is remembered that the Northern Light draws over twenty-one feet of water—that the ice literally packs in, principally through the action of the tides between these Capes, the unsuitability for this route of a steamer drawing so much water as the Northern Light must be apparent. I believe it is a mistake to expect uninterrupted steam communication to be kept up the entire winter with only one boat. If another steamer along with the Northern Light were placed on the eastern route I believe that steam communication could be kept up for the whole of the winter season. I am aware that any irregularity in the carrying of mails and passengers is very annoying to the public, and when the winter steamer happens to be jammed in the ice and unable to cross, people naturally feel like losing faith in the steamer. But it must not be forgotten that the same irregularities and delays would be likely to occur through stress of weather and other causes in mid-summer if we had to depend upon only one summer steamboat for the conveyance of mails and passengers. With another winter boat on the Georgetown or eastern route, I believe winter steam communication between the Island and mainland could be kept up with regularity and satisfaction. I may say that I agree with the opinion expressed in this House a few days ago by the Hon. member from Antigonish, that Cape George is more accessible as a winter port for the Island steamer than Pictou. Northeasters pack the ice in so closely at Pictou Island, and the approach to Pictou, that it is difficult to get through it, and this is invariably the cause of the interruptions which have occurred if Cape George were made the point of approach on the mainland, as more sea room would be afforded, and consequently the ice would not be found so closely packed on this course as upon the route to Pictou, especially during the prevalence of north-east winds. I think that the Government,

instead of taking away the Northern Light from the Georgetown route, should give us another boat. This may seem somewhat absurd to the advocates of the Capes route, but, in the face of the Northern Light's record in the steamers crossing. This might cord for the present winter, I think I am justified in asking the Government to place on the Georgetown route, an additional boat of similar dimensions to that of the Northern Light. The people of King's County do not receive their fair share of steam communication during the summer months. I sincerely hope the Government may continue the services of the winter steamer on the Eastern or Georgetown route, and as soon as possible put on another boat.

MISCELLANEOUS.

One hundred and fifty persons were killed by a colliery explosion at Anderlues, Belgium, on the 1st inst.

A young man while attempting to fix a misplaced switch on a young lady's head in a ball-room, stepped on her dress and wrecked the train.

Emigrants for America are numerous at all ports of Europe, to depart during April and May; the great majority of them go to the Western and Southern States.

CATTLE DISEASE SPREADING.—The cattle disease is spreading rapidly in several counties in England, and the demand for American meat is consequently increasing.

MR. PARNELL DENOUNCED.—The Catholic Bishops and clergy of Cork have denounced Parnell's interference in their constituency, and his persistent attempts to spread disorder.

The project for a cotton mill at St. Stephen, N. B., looks more encouraging every day, and the committee feel confident of success. The movement has outstepped all sectional jealousies or political feelings, and the whole community on both sides of the river, at Calais and at St. Stephen, seem bound to have the cotton industry established, to take the place of the waning lumber business. An enthusiastic public meeting was held at Calais on Friday to further the enterprise.

SUICIDE.—On the 2nd inst. the body of Peter MacGleagan, of Tay Creek, Nashua, N. B., was discovered lying under a wagon, face downwards, with a revolver, having one chamber empty, in his right hand; and there was a large irregular hole through his left breast and the body was drenched with blood; the unfortunate man bore a reputation from neighbors for sobriety, industry and intelligence. He was 28 years of age, and had been married six months. Domestic troubles are believed to be the cause.

It is stated on reliable authority that the 97th Regiment will leave Halifax in the course of a few months for Malta, where they will relieve the 1st-20th Regiment formerly in this garrison and now stationed at Malta and Cyprus, and they probably succeeded on the Halifax station by the 1st Battalion Rifle Brigade under command of H. R. H. the Duke of Connaught, Lieut.-Col. Lord E. W. Pelham Clinton, second in command. It is also said that three batteries of the Royal Artillery now on this station will be transferred to Malta.

Canon Farrar, the distinguished author and clergyman, is a man under forty-five years of age, of horrid complexion and sanguine temperament. He is compactly built and under the medium height. He has a good voice, but reads like an untrained school boy. As a preacher, the Canon is somewhat verbose, but full of fascinating imagery. His delivery is earnest, rather rapid, sometimes vehement, without a gesture of the hand, though his head and body, nodding and swaying, lend their force to his utterances. He has just published his "Life of Christ," which is having rapid sale.

The oldest bishop in Catholic Christendom at present officiating—John, Archbishop of Tuam, entered his ninetieth year on Monday, March 15. He still sails about the wild isles of the West, carrying his crozier and preaching in the native tongue. He holds his monster stations on the hillsides, and takes care of the politics of his archiepiscopal province. His Grace, who has lived and acted in more chapters of Hibernian history than any man of his age, is engaged in arranging his papers and his literary notes in such a form that when—possibly in the next century—he shall go over to the majority, his memoirs may easily be written.

Miss Poston, of Quebec, daughter of the late Edward Poston, composed some time ago a funeral march in memory of the late Prince Imperial, a copy of which in full score for band, as well as for piano, was beautifully illuminated by the sisters of the Bon Pasteur and sent to the ex-Empress Eugenie by Miss Poston, enclosed in a magnificent casket formed out of wood of the old L'Original, and beautifully covered around with immortelles and violets, the cover being inlaid with all the known woods of Canada. We learn that Miss Poston has lately received from Her Majesty a very flattering recognition of her courtesy, in the shape of a letter of thanks written by the Marquis De Bassano, by command and in the name of the ex-Empress, and enclosing a copy of the last photo taken at Natal of the late Prince Imperial before his advance to the front, and containing Her Majesty's autograph.