

THE EXAMINER.

VOL. 6.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, THURSDAY, MARCH 25, 1880.

NO. 106

THE DAILY EXAMINER

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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 Stew't Junc.	Ar 10.10 "	
Royalty Junction	Dp 10.15 "	
	" 11.27 "	
Charlottetown	Ar 11.50 a. m.	
	Dp 8.00 a. m.	Dp 3.00 p. m.
Royalty Junction	" 8.22 "	" 3.23 "
North Wiltshire	" 9.14 "	" 4.15 "
Hunter River	" 9.30 "	" 4.30 "
Breadalbane	" 10.07 "	" 5.08 "
County Line	" 10.17 "	" 5.18 "
Kensington	" 10.55 "	" 5.55 "
Summerside	Ar 11.30 a. m.	Ar 6.30 p. m.
	Dp 1.30 p. m.	
Wellington	" 2.19 "	
Port Hill	" 3.00 "	
O'Leary	" 4.17 "	
Alberton	" 5.17 "	
Tignish	" 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.	
	Dp 2.30 p. m.	Dp 7.30 a. m.
Kensington	" 3.05 "	" 8.05 "
County Line	" 3.43 "	" 8.44 "
Breadalbane	" 3.53 "	" 8.54 "
Hunter River	" 4.30 "	" 9.30 "
North Wiltshire	" 4.46 "	" 9.43 "
Royalty Junction	" 5.37 "	" 10.38 "
Charlottetown	Ar 6.00 p. m.	Ar 11.00 a. m.
	Dp 2.30 p. m.	
Royalty Junction	" 2.53 "	
Mt. Stew't Junc.	Ar 4.10 "	
Cardigan	Dp 4.15 "	
Georgetown	" 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. MACNAB,
Sup't and Engineer.

Railway Office, Chtown, Nov. 28, 1879.
—pat pres h a ne sp j kca 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.
Chtown, Feb. 19, 1880—2aw

Daily Examiner!

1880.

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Office Sup't. | Manager

SECOND EDITION

THE DAILY EXAMINER.

MARCH 25, 1880.

LOCAL LEGISLATURE.

HOUSE OF ASSEMBLY.

The Road Act.

SPEECHES BY MESSRS. UNDERHAY, HOOPER,
MCKAY, AND HON. MR. FERGUSON.

March 23.

On a clause being read—

Mr. UNDERHAY said the Hon. member for West River appears to think that the system of paying money for the maintenance of the roads suits the people better than Statute Labor. I daresay that system may give more satisfaction in the towns, where money is not so hard to obtain. But there is a great difference between the conditions existing in the town and in the country. In the country a young man may have, in the first place, to look about him for a way to earn the money; and in the next, he had to do a great deal of work in order to obtain it. To obtain the two or three dollars required by most families for the taxes of the men belonging to it is, in many cases, a matter of some difficulty; and a great deal of hardship was felt on account of the system introduced by the late Government, for money was scarce and hard to get. The feeling in the country is very different with regard to the requirements of the present Act. I have attended several meetings held in the district I have the honor to represent, and at those meetings expressions of general satisfaction with the Act were freely given. The Government have thought proper to reduce the hours of labor on the roads from eighteen to fifteen hours; but, as far as I am aware, there was no general complaint against the Act as it stood before. The amendment of the Government is, however, a good one. In my opinion, very nearly as much work will be done in the fifteen as in the eighteen hours before required. But if the amendment of the Opposition be accepted, there will be a very material difference in the amount of work performed. The roads could not be maintained in good repair, and the consequence would be additional taxation to make up the difference. This would, perhaps, suit the Hon. member for West River, who is a resident of Charlottetown, very well; for in all probability the money paid in the country would be spent upon the approaches to the town, and the country roads would be neglected, as they were by the late Government. When the late Government was in power, it spent nearly the whole of the net amount received for poll taxes upon the macadamizing of the St. Peter's Road, in the vicinity of this city, upon a road leading into Mount Stewart, and upon the road leading to the city in Lot 43. It did this, too, without a vote of the Legislature at all; and, no doubt, the influence of Charlottetown would be so paramount that the same course would again be adopted if the work upon the roads were insufficient to keep up the roads throughout the country, and money had to be raised and expended upon them. I think that the reduction of the time required for statute labor from eighteen to fifteen hours would be abundant. Of course there was, and will still be, a disproportion between the labor and the commutation money; but, though this was felt before, little dissatisfaction was expressed, and even less will be shown in future. I feel that it would not be in the interest of the country to vote for the Amendment. I intend, while I am representing the people in this House, to do that which I believe to be right; and I shall vote for the Bill.

Mr. HOOPER.—I think that the Road Act has worked very well—only for the disproportion between two days labor and seventy-five cents. That is not strictly in accordance with justice. But the people would be very well satisfied if the requirements of the law were reduced to one day's labor. In general, twelve hours is considered to be a day's work. In the country, in the month of June, people can put in twelve hours a day very well. I will support the amendment.

Mr. MCKAY.—I do not know that there is any Act which is, on the whole, so acceptable to the people as the Road Act. In the part of the country I have the honor to represent it gives a great deal of satisfaction. Certainly there has been some little grumbling about the time required for statute labor; but when we look at the thing as it really is, there does not seem to be a great deal to complain about. When you go into the street and hire a man, the man considers that he is doing you a service, and expects, and is entitled to, full value for his labor. But this case must be looked at in a different light. The people who work on the roads of their own District work for themselves. We know that a certain amount of money is spent; and if the people did all the labor necessary to keep the roads in order that amount would be saved to themselves. If they do not perform the labor, the Legislature must, in the first place, tax them for an amount of money. The money has to be raised at a heavy cost. If we want \$20,000 that \$20,000 has to be levied, collected and expended; and the expense of doing this will be about 25 per cent. in addition

to the money actually applied to the repair of the roads. And, after all, there is the risk that the money will not be applied in the District in which it is paid. Altogether, I find that the present system is much the most acceptable to the people; for the people see the results of their work, they are under no apprehension, as they would be if they paid in money, that their own roads will be neglected; and there are no commissions to be paid to Collectors and Supervisors. The few who do not care to work can pay their money with the assurance that it will be laid out not far from their own neighborhood. I feel that this is the proper system for this country. Under the old Statute Labor Act, thirty-two hours labor were required; now, only about half that time. Before, the commutation money was for each man 49 cents; now it is 75 cents. So that under the present Act there is an increase of money and a decrease of labor. And altogether, I think the people have not a great deal to complain about, especially as now, in accordance with the Bill before the House, the time for doing Statute Labor is to be reduced from eighteen hours to fifteen hours. A great deal of work can be done in a short time, and I am very glad the Commissioner of Public Works has seen his way clear to make the reduction.

Hon. Mr. FERGUSON.—I was pleased, Mr. Chairman, to hear the speech of the hon. member for West River, because he has made the important admission that he has been talking to his constituents, and that they have told him that the Road Act is "all right." The hon. gentleman has yielded the whole ground. He has told us that the optional system had always had his approval; and, in this particular, at least, he seems to be in perfect accord with the Government. The Road Act, his constituents have told him, is "all right." I do not wonder at all that he makes this admission. He could not shut his ears to the testimony which is coming in from all parts of the country; and his own observation must have convinced him that the Road Act is a good one, that it is suited to the country, and that it can stand on its own merits. But the hon. member contends that the people did not, in all cases, comply with the requirements of the Act. Well, Mr. Chairman, there is no law but will be evaded, in some respects, and it would be wonderful if the Road Act had been an exception to the general rule. But I hold in my hand a report from the Supervisor of the District which the hon. member represents in this House, from which I will just read. Mr. Malcolm McCannell, Supervisor of Lot 65, reported as follows to the Department of Public Works, Sept. 15, 1880:—

"I have no complaints about the roads being bad in my District with all the rains we had this summer. I consider the Statute Labour did good work. In some of the Overseer's returns there is nothing for me to collect; in some more, there are a few dollars."

This is what Mr. McCannell, a Supervisor placed in office by the late Government—doubtless a supporter of the hon. member, and probably named for the office by himself—says about the working of the Road Act in his District—the people of which have been heretofore opposed to the present Government. This is the testimony of persons who are in accord with the political party of which the hon. member is such a burning and a shining light. There is nothing here about the people evading the law. The requirements of the law were complied with in the hon. member's District, and the result is that the people have good roads. The Government now propose to reduce the number of hours the people are required to work on the roads; and this proposal is objected to because it is contended that the work should all be done within one day. The amendment of the Hon. Leader of the Opposition is, that the Statute Labor of each man be reduced to twelve hours. The hon. member knows right well that twelve hours is not a day's work—that it is impossible for a man to do twelve hours labor on the roads in one day; and, even if his amendment were carried, every man, young and old, would be obliged to break a second day in order to get his statute labor performed as required by the law. Above all other things the Government is determined that the country shall have good roads. But it is felt that the amount of labor can be reduced, and the roads still be in excellent condition. The Opposition would not, of course, care if the roads were bad. They would make political capital out of the fact. But the Government propose to reduce the amount of labor from eighteen hours to fifteen hours, so that all the time can easily be put in in a day and a half; and they have no fears for the result. The Government would not be doing its duty if it allowed the labor to be insufficient to keep the roads in good order, and this is the reason why the time is not reduced to only one day. I cannot agree with the Hon. member for Centreville when he advocates giving a discretionary power to overseers. In my opinion, the less discretionary power permitted to any official of the Government the better. The acts of the Commissioner of Public Works should be regulated by the law as much as possible, and every Supervisor and Overseer should also be hedged in by the same authority. If you introduce the principle of discretion with respect to overseers, you would also have to introduce the principle of commutation money; and the result would be a loss of labor and a loss of money. The

Hon. member for West River says that I was instrumental in getting some macadamizing done on the St. Peter's Road and at Mount Stewart while the late Government were in power. In that case I must be a man of more influence than I imagined. But I am sorry that I cannot return the compliment for the Hon. member. He had no influence even with the Government of which he was a supporter and a member. He promised a bridge to the people of West River, but he did not build it; and that work will have to be placed to the credit of the Hon. member for Rustico, or to that of some one else. In fact, he did not succeed in getting any of his promises performed. Perhaps, since this matter has been brought up, I may tell the House what share I had in the macadamizing of the St. Peter's Road, and the road leading to Mount Stewart. I had the honor of being chairman of a committee appointed to wait upon the late Government, with respect to this matter, in the hope of getting a sum set down in the estimates for the work. But the Government of that day gave us very little encouragement. We were told that they could not afford to make the improvements we requested, unless the people would consent to additional taxation. We gave the matter up. But in the following September the Dominion election came on; and the members of the Government of that day were exerting all the power they possessed to secure the election of the party led by the Hon. Mr. Mackenzie. I believe that it was then that the change came over the Government. At all events it was then that the work was undertaken—though the consent of the Legislature to the expenditure involved in it was never asked, or obtained. I was very well pleased that the work was done; but I believe that it was done in the interests of the party in the Dominion, supported by the members of the Local Government, and not with the sole desire of improving the communications with Charlottetown and Mount Stewart. I have also to say that the work cost too much; that the amount required for it should have been placed in the estimates; and that the money should not have been used for political purposes. This subject does not properly belong to the matter in hand. But it was imported into the debate, and it is perhaps right that it should be disposed of. To return to the question before the House, it is evident, in the words of the Hon. member for West River, that the Road Act is "all right." The testimony of all who use the roads, of men who are opposed to the Government, of such men as the Hon. members for West River, Port Hill and Tignish, the testimony of every independent member of this House—of men who receive and expect no favors from the Government—is to the effect that the Road Act is well adapted to the country, and that it has, on the whole, worked well. With this testimony before the Legislature and the Province, what is to be thought of that press which flooded the Island with denunciations of the Road Act and those who introduced it? The statements of Hon. gentlemen give the lie to the assertions of that press. But these slanders never gave me any uneasiness, for I was confident of that which has come to pass; viz., that the consequences would recoil upon the press which published them.

2ND BATTALION.—No. 3 Company of this Battalion will parade in full uniform, in the Drill Shed on to-morrow (Friday) evening, at 7 o'clock, for special drill. A full attendance is requested.

No. 35 Water St.,
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June, 1877—