

THE DAILY EXAMINER

JANUARY 30, 1883.

Temperance.

It is gratifying to Temperance advocates, and to all who earnestly desire the advancement of morals among the world's people, to find that statistics show that great progress is being made in temperance, exhibited by the diminution in the consumption of intoxicating drinks, especially on this continent and in Great Britain. In Britain the consumption of imported wine is eight per cent. less for 1882 than 1881, and nine per cent. less than in 1880. The decrease in imported spirits is one and a quarter per cent. of last year; and the decrease on home-made spirits for nine months was one per cent. The consumption of beer shows an increase, but not in comparison to the increase of population. Tea, coffee, and cocoa, which largely take the place of intoxicating drinks, show a large increase in home consumption. "Nothing succeeds like success," says the Montreal Witness. "A few more years of such progress and extreme acceleration may be looked for."

The Toronto Globe exults over the fact that the "Crook's Act" has worked wonders in the Province of Ontario. The statistics given show that for 1882 the consumption of intoxicating drink has decreased on an average of 42 per cent. and looked at in another place, 57 per cent., under the workings of the Act.

Although we have no statistics to prove the proposition, yet we venture to say that the Scott Act, since it was adopted on the Island, has tended largely to reduce the consumption of intoxicants. The Act has proved a sad failure in some respects; but with some small amendments we believe it could be made a great success.

The fire which roused the citizens on Sunday morning last, was the act of an incendiary without doubt. From about half-past eleven on Saturday night, until one on Sunday, or when the alarm of fire sounded, the town was infested by drunken rousers. It is evident that some of them sought shelter, or rendezvous in the unoccupied building where the fire originated. Suffering from cold, as their debauch wore off, there is every probability that some one or more of these wretches struck the fire. Whether it was for the actual intention of destroying the building, or for the immediate purpose of warmth, is not known. In several parts of the town these rousers made the night hideous by their howling. If the fact of intoxication would render persons liable to arrest on the streets, or in certain suspicious localities or situations, a stop might be put to the Sunday morning rowdiness, incendiarism would be prevented in a measure; and with the alternative of imprisonment, or revealing under oath when there obtained the intoxicants, would aid in a proper enforcement of the Scott Act.

In connection with this subject, we may say that one of the private watchmen in town says, that when he was on the police force, he often considered the old log building, destroyed on Sunday morning, a fit object for our hoodlum fire-bugs to work on. He says the interstices were chinked with shavings, which were hanging exposed throughout the interior. It seems that the old building has thus for years invited the fate which met it on Sunday. All unoccupied buildings, should be, if useless, rased to the ground, or door-ways and windows stoutly boarded up, so that vagrants may not enter.

In this short article, we have permitted ourselves a wide range of subjects, all, however, connected with the main subject of temperance, each one of which will admit of much elaboration, and may furnish our temperance friends food for thought, and perhaps action.

On Sunday night St. Peter's Church was crowded at the Evening Mission Service, when Father Osborne gave a general self examination. Last night there was one of the largest, if not the largest, week-day congregations of the Mission. To-night the sermon will be on "Our Life in Christ." The last sermon of the Mission will be preached on Wednesday, at the 7:30 p. m. service. The Mission will close on Thursday morning with a General Communion. The services for this will be at 7, 8, and 9 a. m.

MR. R. C. MOORE, of the house of Messrs. Vernal & Co., 34 New Street, New York says that he was almost instantly relieved of severe pain, consequent upon an attack of pleurisy, by one application of St. Jacobs Oil.

We omitted to mention in yesterday's issue that the Hook and Ladder Company under Captain White, did excellent work. Indeed without this well equipped Corps, the engines would not succeed so well at fires. Captain White has under him a well disciplined Company.

CAPT. G. W. ROGERS, of Washington, D. C. suffered with an ailment of the hip for twenty years, and experienced more benefit from St. Jacobs Oil than from any other substance.

THE Y. M. C. A. Debating Club and Literary Society meets to-night at eight o'clock, in the Parlor of the Y. M. C. A. Subject for discussion—"Should the Government contribute to the higher Education of the People?" Members of the Y. M. C. A., City teachers and others are respectfully invited to attend.

ANY person in want of a cow to fatten can get one for cash, or in exchange for a good milk cow. She is now in good condition.—R. K. BRACE.

HERE is a benevolent act, worthy of imitation. During the present winter, Philip Coyle, Esq., of this city, has generously given to the worthy poor three hundred and fifty bushels of coal, irrespective of creed or country.

HILLSBOROUGH FERRY

Large Meeting at Pownal

An Improvement Demanded.

THE RESOLUTIONS.

Speeches by Messrs. Martin, Boyer, McLean, Duffy, Jenkins, Beer, Ferguson and others.

A LARGE MEETING of electors residing south of the Hillsborough—all interested in the accommodation afforded by the Hillsborough Ferry—was held in Pownal Hall last evening. Among the public men present were Hon. Donald Ferguson, Henry Beer, Esq., M. P. P., Donald Martin, Esq., M. P. P., Angus D. McMillan, Esq., M. P. P., and representatives of the Patriot and THE EXAMINER. Francis H. Campbell, Esq., presided, and Robert Stewart Esq., acted as secretary.

DONALD MARTIN, Esq., was speaking when "your reporter" arrived. He found fault with the Government because the petition for a bridge across the Hillsborough, presented last year, was not attended to, expatiated upon the Hillsborough Ferry grievance, and said that "at least one thing is evident—we are an ill-used people."

RICHARD SMITH, Esq., submitted the following resolution, which was seconded by John McGregor, Esq.:

Whereas, The present contract on the Southport Ferry will expire on the first of April next; and

Whereas, The accommodation on the Ferry has been quite unequal to the wants of the travelling public, not only in summer, but especially in the fall and spring, owing to the ice on the flats, between the channel and the end of the Ferry Wharf;

Therefore Resolved, That the Wharf on the Southport side should be extended to the channel, which, in the opinion of this meeting, would enable a proper outfit of boats to maintain a regular ferry till the ice will carry in the fall.

JOHN BOYER, Esq., said he fully believed that if the wharf on the Southport side were extended to the channel, a good strong steamer could ply until the ice makes. The ice which forms on the flats on that side is the great obstacle, and if the wharf were extended as proposed there would be very few years that there would not be good crossing. No doubt the extension will cost a good deal of money; but money expended upon public improvements is not badly expended. It gives employment, keeps men on our Island, benefits the country, and often comes back again to the public treasury. One thing at least the Government must make up their minds to—they must improve the very bad ferry accommodation we have.

CHARLES HASZARD, Esq., said that in his opinion, the resolution suggested all that is wanted.

CAPT. JOHN McLEOD. I am of the same opinion as Mr. Haszard.

ROBERT STEWART, Esq., said that the water near the channel on the south side is actually shallower than it is near the shore; and, in his opinion, there never would be a ferry to give satisfaction and meet the wants of the public until the wharf is extended.

The resolution passed unanimously.

DANIEL McLEAN, Esq., said the people of the south side had been laboring under a great disadvantage for many years. The extension of the wharf will, no doubt, cost a good deal of money. But the people who use the ferry are willing to pay the cost. If not connected with the Rocky Point ferry, he believed the Southport ferry would be self-sustaining; and he thought there should be no connection between the two ferries. He, therefore, moved the following resolution:—

Resolved, That the Government take the present contract off the hands of the present contractors as soon as possible, and a new contract be entered into; and that the Southport Ferry be let separate from any other Ferry.

RICHARD JENKINS, Esq., seconded the resolution.

JOHN BOYER, Esq., said it was suggested that there should be two steamers on the ferry. How would it do to have one of them a small boat or a tug, for use especially in the fall, when the ice is making, and in the spring, when it is breaking up? The two steamers would cost a good deal; and we certainly have a right to expect a good deal. But at the same time it would not be well to expend more money than is required. A tug would be a great assistance when the crossing is the most difficult and the accommodation the most required; and she would not cost so much as a large ferry steamer. We must be reasonable in our demands. We have a good square Government. There are practical working men among them. They would, no doubt, be better if they had the power to draw money into the treasury.

A VOICE—Out of your pocket?

MR. BOYER, I like a government that can get money and can expend it judiciously in the improvement of public works. We are behind other countries in the matter of public accommodation. We are behind the times. We are not well used. In our own settlement, we have to go round by the shore yet, and sometimes to expose our lives in crossing the river. This should not be so; and a Government which would get the money and give us the required accommodation is the best kind of a Government.

RICHARD JENKINS, Esq., did not care about the idea of a small boat. A good strong substantial boat is wanted. A tug or small boat which would not carry horses would be no good on market days. If we go pottering with a small boat we will have no satisfaction.

RICHARD SMITH, Esq., said the steamer "Southport" was built for the "Southport ferry" but she was not used on it. We have a right to better accommodation, and it was to be hoped that two good boats would be put on, and that there would be no connection with the Rocky Point ferry.

PATRICK DUFFY, Esq., said: We all know the wants of the ferry. But to show our representatives how best to supply the wants—is the difficulty. In his opinion little would be gained by extending the wharf to the channel—it would not make much difference in the day's work of the

ferry boat, and would go a very small way towards keeping the wharves clear of people on market days. But he thought that if she could run there was hardly any day on which the steamer "Southport" could not keep the wharves clear.

JOHN McGREGOR, Esq., did not think the "Southport" would be sufficient. On one day that he remembered there were about four hundred people with their teams waiting to cross and could not get over at all.

LEONARD WOOD, Esq., said that if the people insist in extending the wharf to the channel they will only get themselves into trouble. When the weather is rough, there will be many days in which they could not get to the head of the wharf.

HENRY McGREGOR, Esq., said the ice on the flats at Southport was the great obstacle to be overcome; and he thought the only way to overcome it was to extend the wharf.

DANIEL McLEAN, Esq., said that as we have not got the use of the "Southport," we must have that of another suitable boat. With two boats, neither of them need be larger than the "Ellin."

PATRICK DUFFY, Esq., said the "Southport" is not suitable for the Southport ferry, and not suitable for any place else.

HENRY BEER, Esq., counselled unanimity. The great point was better accommodation; and points on which there were differences of opinion should not be dwelt upon when the main object is so very important. He had been fighting twenty years for the improvements required. In that time something has been accomplished, and a great deal remains to be done. Ten years ago it was proposed to bridge the Hillsborough; and the Government of that day obtained a survey and report from Bertram Moore, Esq., at that time Superintendent of Public Works, and John Boyd, Esq., C. E. That report is still in the Department of Public Works. Without giving an opinion as to its feasibility, he thought the Government of the present day would do well if they took measures to obtain from competent scientific men a plan and estimate of the work. There is no doubt that the improvements required are involved in difficulty. There are obstacles whichever way you look. Two boats will, no doubt, give all the accommodation required. But, four days in the week, they would not be wanted; and there would be two boats crews to be kept up and increased dock accommodation to be provided. If the wharf was extended out to the channel the "Southport" would be thought able to keep the wharves clear. But there is the question whether or not, if the extension be made the ice will jam in the channel. On the other hand, when the westerly wind drives the ice over on the Southport shore and it packs, and then no boat that can be made can get through it. The proposed extension which seems to be the only means of overcoming this obstacle will carry the wharf almost to the middle of the river, and the swell and spray which will fly over it on stormy days late in the fall may make it impassable. The question is one of great difficulty and importance. It is important not only to the people south of Charlottetown; and should receive the best attention of the Government.

RICHARD JENKINS, Esq., suggested that stanchions and bulwarks might be placed on the wharf to protect passengers from the spray.

CAPT. McLEOD said: The nearer the channel, the greater the swell. He thought that if the wharf were extended, it would be difficult to save the floats. As the wharves are, he had seen the floats break away on account of the swell.

HON. D. FERGUSON said: This is a common sense meeting. Last year was a year of great projects; this year he was glad to see that the ideas evinced were more practicable. The discussion had taken an eminent practical turn. He thought the people had a right to expect that the Government would provide means to keep the wharves clear on market days as well as on other days. To this end he would do his best. He discussed the whole matter at some length; and assured the meeting that the Government had had it under consideration for some time and were now giving it their attention.

Messrs. Duffy, Boyer, Beer, Ferguson, McLean, Guard, and others, continued the discussion, and the resolution passed unanimously.

It was then moved by James Guard, Esq., and seconded by John Jenkins, Esq.:

Resolved, That sufficient dock accommodation be provided for each boat, and that a suitable waiting room be provided on the town side for the convenience of passengers crossing said ferry.

ANGUS D. McMILLAN, M. P. P., addressed the meeting, stating his views, and expressing his intention of supporting the Government in a practical measure to improve the ferry accommodation.

We regret that for want of space we are obliged to cut short this report.

Votes of thanks were given to the chairmen, and to the representatives present, and the meeting adjourned.

Weather Bulletin.

Probabilities for the next 24 hours for the Maritime Provinces.

TORONTO, Jan. 30—10 a. m. North to east winds; fair to cloudy weather; light snow in some localities.

HOUSE IN GEORGETOWN FOR SALE.

TO be Sold at the Court House, in Georgetown, on FRIDAY, the 2nd day of February, 1883, at noon, part of Town Lot No. 1, 3rd range, letter F, in Georgetown, fronting on Kent Square, lately occupied by Mr. D. F. Kennedy, Tinsmith, with Dwelling House and all buildings thereon. Time will be given for part of the price. Good title under Power of Sale in Mortgage.

WM. SANDERSON, Auctioneer. Georgetown, Jan. 29, 1883.—Dly t s.

Charlottetown Cemetery Co.

THE ANNUAL MEETING of the Shareholders of the above Company will be held at four o'clock, on TUESDAY afternoon, the sixth day of February next, at the office of the steam Navigation Company, corner of Great George and Lower Water Streets.

By order of the President. F. W. HALES, Secretary Cemetery Co. Jan. 24, '83.

W. & A. BROWN & CO.

WILL close out (during the month of January and February) the balance of their large Stock of

WOOLLEN GOODS,

Including Shawls, Squares, Clouds, Scarfs, Children's Hoods, Ulsters and Underwear, Ladies' Vests, Mitts, Cuffs, Hosiery, Gents' Cardigan Jackets, Gloves, etc.

Fur Goods, Dolmans, Mantles, Ulsters, and Millinery Goods.

Also, the remainder of their Choice Stock of Scotch, Brussels, and Tapestry Carpets and Hearth Rugs,

AT A LARGE DISCOUNT.

GREAT BARGAINS MAY BE EXPECTED.

Ch'town, Jan. 18, 1883.

JANUARY.

ANNUAL CLEARANCE SALE,

BEFORE STOCK TAKING.

J. B. MACDONALD will, during this month, clear out lots of Goods in every Department:

- A Lot of Ladies' Dress Goods,
- A Lot of Clouds and Scarfs,
- A Lot of Men's Scarfs,
- A Lot of Tweeds and Heavy Cloths,
- A Lot of Mantle and Uster Cloths,
- A Lot of Fur Caps Mitts and Gloves,
- A Lot of Men's and Boys' Ulsters,
- A Lot of Winceys and Flannels.

J. B. MACDONALD.

Also, 100 Chests of Fine Congou Tea, very cheap, by the Chest or Package.

J. B. MACDONALD,

Ch'town, Jan. 10, 1883—wky pat, pres no

QUEEN STREET.

WEST INDIA WAREHOUSE!

WINTER 1883 STOCK

- 50 Brls. GRANULATED SUGAR,
- 50 do. CONFECTIONER'S A SUGAR,
- 25 do. VACUUM PAN do,
- 150 do. YELLOW SUGARS (Assorted),
- 10 Hbds. WEST INDIA SUGAR,
- 2 do. VACUUM PAN do,
- 50 Pans. CHOICE MOLASSES,
- 10 Tierces GOLDEN SYRUP,
- 100 Brls. PASTRY FLOUR (Hexel),
- 300 do. PATENT PROCESS FLOUR,
- 1000 do. SUP. EXTRA MARITIME ROSE,
- 100 Half Chests CONGOU TEAS,
- 30 do. INDIA TEA,
- 50 Caddies TORACCO,

AT LOWEST WHOLESALE PRICES.

HORACE HASZARD.

- 100 Quintals LARGE CODFISH,
- 50 do. No. 2 do,
- 100 do. No. 1 HAKE,
- 20 do. No. 1 HADDOCK,
- 50 Brls. No. 1 HERRING,
- 50 do. No. 2 do,
- 25 Half-Barrels No. 2 HERRING,
- 10 Cases PRESERVED SALMON,

FOR SALE BY

HORACE HASZARD.

- TIN PLATES INGOT TIN, etc.,
- 750 Cases TIN PLATES, 14 x 20,
- 250 do. do. 10 x 14,
- 80 Ingots REFINED TIN,
- 50 Pigs SOFT LEAD,
- 5 Bars SQUARE COPPER, 1 1/2 and 1 1/4 in.,
- 1000 Cases TALL (1 lb.) CANS,

FOR SALE BY

HORACE HASZARD.

- 2 Tons WHEAT SHORTS,
- 2 do. do. BRAN,
- 1 do. CHOPPED FEED,

FOR SALE BY

HORACE HASZARD.

- WHITE COTTONS, GREY COTTONS,
- PRINT COTTONS, PLAIN WINCEYS,
- GREY BLANKETS, WOOL UNDERCLOTHING,

AT LOWEST WHOLESALE PRICES.

HORACE HASZARD

Lower Water Street.

Charlottetown, Jan. 4, 1883.—1m

The City of London Fire Insurance Company.

CAPITAL, \$10,000,000.

DIRECTORS:

THE LORD MAYOR OF LONDON, CHAIRMAN

- Lightly Simpson, Esq., Vice-Chairman;
- Sir Henry Barclay, K. C. B.,
- Lord Colin Campbell, M. P.,
- The Hon. Reginald Capel,
- Spencer Gore, Esq.,
- Richard Basil Huth, Esq.,
- W. H. Maturin, Esq., C. B.,
- Robert Morley, Esq.,
- Alderman G. H. Nottage,
- Edward Leigh Pemberton, Esq., M. P.,
- W. J. Thompson, Junr., Esq.,
- Vincent Bevan Tritton, Esq.

Property of every description insured at current rates.

JOHN MACEACHERN,

Agent for P. E. Island.

Charlottetown, Oct. 14, 1882.—2aw

PROGRAM

Orchestral Club Concert

—IN THE—

Y. M. C. A. HALL

—ON—

FRIDAY, FEBRUARY

PART I.

1. Overture—"Tancredi," ORCHESTRA.
2. Solo-Vocal—"Carissima," LIEUT. HASLEWOOD.
3. Piano Solo—"Bondeau Brilliant," MISS HENZLEY.
4. Trece-Jolie Waltzes, ORCHESTRA.
5. Solo-Vocal—"A Summer Shower," MISS K. HENSLEY.
6. Cornet Solo—"Will ye no come again," MR. FLETCHER.
7. La Rendez Vous Waltzes, ORCHESTRA.

PART II.

8. Gavotte, ORCHESTRA.
 9. Solo-Vocal—"Eily Mavourneen," MISS KNIGHT.
 10. String Quartette—"Solge without No. 43," MESSRS. VINCIGORRE, FLETCHER, AND FREEZE.
 11. Solo-Vocal—"Hearts and Home," MRS. LONGWORTH.
 12. Violin Solo—"Blus Balls of No. 43," MR. VINCIGORRE.
 13. Solo-Vocal—"John Grennie," MR. CAST.
 14. Violin Duet—"Silver Waves," MESSRS. FREEZE AND VINCIGORRE.
 15. The Wave Waltzes, ORCHESTRA.
- GOD SAVE THE QUEEN.
- Concert at 8. Tickets, 25 cents; for Fletcher's Music Store, Fraser & Bellamy at the door.
- Jan. 30, 1883.

CLERK WANTED

AN Experienced Salesman, with knowledge of the wholesale trade. Apply immediately.

FENTON T. NEWELL

Jan. 30, '83.—pat 3. sun ju 21.

To all whom it may Concern

I HAVE this day appointed my brother Charles Monaghan, my true and lawful attorney, in the stead of Henry Monaghan, to act for me in relation to my real estate in Charlottetown, Prince Edward Island, have given him a written power of attorney to that effect.

JAMES MONAGHAN

Providence, R. I., U. S. A., December 1882.

A CONCERT

IN AID OF THE POOR, will be given

ST. PATRICK'S HALL

—ON—

Wednesday Ev'ng, 31st

under the auspices of St. Vincent de Paul Society.

Admission, 15 cents; reserved seats, 25 cents. Doors open at 7 p. m.; to commence at 8 p. m.

J. A. MCKENNA, Secretary.

Diocesan Church Society

THE Annual General Meeting of the Society, will be held in the St. Paul School Room, Charlottetown, on

Wednesday Evening

the 8th February,

At Half-past Seven O'Clock

D. FITZGERALD, Secretary.

Ch'town, Jan. 29, '83.—dy 51. pat 7/1

NOTICE!

THE DIAMOND GROCERY

—IS NOW—

OPENED

In the stand lately occupied by Mr. The Chappelle, as the Diamond Bookstore, by strict attention to business, and efficient line of

CROCERIES

—THAT—

Cannot be Surpassed in the City. We ask the moving community to patronize us.

D. MACEACHERN & CO.

DIAMOND GROCERY

Jan. 26, '83.