

The Daily Examiner.

TERMS:—FIVE DOLLARS A YEAR.

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SINGLE COPIES TWO CENTS

NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, FRIDAY, APRIL 16, 1886.

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ALMANAC FOR APRIL, 1886.

MOON'S CHANGES.

New Moon 4th day, 10th, 18.1m., a. m. S. E.
First Quarter 11th day, 4th, 31.5m., p. m. S. W.
Full Moon 18th day, 10th, 46.7, a. m. N.
Last Quarter 26th day, 1h, 3.0m., a. m. E.

DAY OF WEEK	Sun	Moon	High	Days
	risets	sets	water	len'h
1 Thursday	5 44	6 23	4 26	9 8 12 39
2 Friday	42	25	4 54	9 45 42
3 Saturday	40	26	5 22	10 20 45
4 Sunday	38	27	5 49	10 53 49
5 Monday	37	29	6 17	11 27 52
6 Tuesday	35	30	6 45	12 55
7 Wednesday	33	32	7 23	0 2 58
8 Thursday	31	33	8 2	0 40 53
9 Friday	29	34	8 48	1 21 5
10 Saturday	27	35	9 41	2 9 8
11 Sunday	25	37	10 40	3 6 19
12 Monday	23	38	11 46	4 20 13
13 Tuesday	2	40	12 56	5 49 16
14 Wednesday	20	41	1 58	7 12 21
15 Thursday	18	42	3 21	8 16 24
16 Friday	16	43	4 34	9 7 27
17 Saturday	14	45	5 47	9 51 30
18 Sunday	13	48	6 57	10 32 33
19 Monday	11	47	8 7	11 7 36
20 Tuesday	9	48	9 13	11 49 39
21 Wednesday	8	50	10 12	12 26 42
22 Thursday	6	52	11 12	1 5 46
23 Friday	4	53	12 1	2 48 49
24 Saturday	2	54	0 1	2 33 52
25 Sunday	0	55	0 45	3 25 55
26 Monday	4	58	1 24	4 32 58
27 Tuesday	37	58	1 55	5 43 1
28 Wednesday	56	0	2 29	6 51 4
29 Thursday	51	1	2 57	7 46 6
30 Friday	4 52	7	3 23	8 33 14 9

THROUGH TICKETS!

Charlottetown Ticket Agency.

THROUGH TICKETS for sale to all parts of Canada and the United States, at the very lowest possible rates. Write for rates maps, time tables, etc.

G. A. SHARP,
Station Master and Ticket Agent,
March 19—2aw wky 3mo P. E. I. Railway.



FOR BOSTON. SPRING ARRANGEMENT.

THE PALACE STEAMERS OF THE INTERNATIONAL S.S. CO.

Leave St. John for Boston, via Eastport and Portland, every Tuesday and Thursday, at 8.00 a. m. Fare from Charlottetown to Boston, \$6.50, 2nd class, \$4.50, 1st class.
For tickets and other information apply to G. A. SHARP, P. E. I. Ry., P. E. I. Steam Nav. Co. or to your nearest Ticket Agent.
Feb 8, 1886—od wky

L. ARTHUR & CO., GENERAL Commission Merchants,

121 ATLANTIC AVENUE, BOSTON, MASS.

Eggs and Produce a Specialty.
July 15—dly wky

CAUTION.

EACH PLUG OF THE MYRTLE NAVY IS MARKED T & B. IN BRONZE LETTERS.

None Other Genuine.
Oct. 20.

6,500 HATS —AT—

L. E. PROWSE'S, WILL BE SOLD CHEAP.

MOST of this stock has been bought at about 30 per cent. less than regular prices, therefore Big Bargains will be given in every line. For Style, Quality and Low Price we leave all other competitors behind.

PLEASE COME AND SEE

L. E. PROWSE, Sign of the BIG HAT, 74 Queen Street.

Ch'town, March 20, '86—eod wky

BEER BROS.

1000 TAPE HATS and BONNETS at 10c. each.

MOURNING GOODS a Specialty.

BLACK GICLIENNE, BLACK SCROGGIAN SILKS, BLACK OTTOMAN SILKS, BLACK SATIN DUCHESSE, BLACK BROOD VELVETS, BLACK LYONS VELVETS, BLACK LOUIS VELVETEENS, BLACK MERINOS, BLACK CASHMERE, BLACK SERGES, BLACK CRAPE CLOTH, BLACK GRENADINE, &c., &c., CRAPES (Cortauld's) &c., &c., &c.

Hamburg Edgings, 200 Patterns to select from. Excellent Value.

LACE CURTAINS, ROOM PAPER, CARPETS.

BEER BROS., 73 & 75 Queen Street.

FLOUR! FLOUR! WHOLESALE AND RETAIL.

HAVING a Large and Well-assorted Stock on hand, we are selling CHOICE FLOUR very cheap to suit the times. We keep all the Choice Brands on hand, such as—

Matchless, Kent, Victory, Forest City, Queen, Our Favorite, City Mills, brls. and half-brls, &c.

— ALSO — CHOICE PASTRY, in half-barrels.

Every Barrel Warranted. Give us a call before buying elsewhere.

BEER & GOFF, OPPOSITE MARKET HOUSE.

Feb. 25, 1886—2aw & wky

BOOK-BINDING, PAPER-RULING

—AND— BLANK-BOOK MAKING.

OVER BOREHAM'S BOOT & SHOE STORE

All kinds of BOOK BINDING executed at Lowest Prices and with Quick Despatch. Ruling, Numbering and Perforating for the Trade promptly attended to. BLANK BOOKS A SPECIALTY. A Share of Patronage Solicited.

JAMES D. TAYLOR, QUEEN SQUARE.
Ch'town, Feb. 23, '86.

ADAMSON'S BOTANIC COUGH BALM

SAFE. SURE. PROMPT. 25c. A WONDERFUL REMEDY

Adamson's Botanic Cough Balm. It is as pleasant as honey. Coughs, Colds, and Asthma, which lead to Consumption, have been speedily cured by the use of ADAMSON'S BALM after all other medicines have failed. Sufferers from either recent or chronic coughs or bronchial affections, can resort to this great remedy, confident of obtaining speedy relief. Do not delay, get it at once.

FOR SALE BY ALL DRUGGISTS. Bottled at St. Stevens, N. B., by the proprietors, F. W. KINSMAN & CO., DRUGGISTS, 543 4TH AVE., N. Y.

W. WHITLEY, Produce and Commission Merchant.

SPECIAL attention given to consignments. Large storage accommodation. Satisfaction guaranteed.

269 Barrington St., Halifax, N. S. March 24—3mos eod

BARCLAY & CO., GENERAL Commission & Shipping Merchants,

191 Atlantic Avenue, Boston.

TO INVENTORS

I HAVE secured reserved space at the Indian & Colonial Exhibition, London, and I propose to personally attend to an Exhibit of Models and Samples of Inventions and Manufactures. I will sell patents or negotiate for capital for those who wish to start manufacturing; and generally act as Agent for those who cannot attend personally. To parties wishing patents, I can secure patents in England, Canada and foreign countries, at low rates.

H. F. COOMBS, Inventors' & Patent Agent, 34 Dock St., St. John, N. B. March 26, '86—1mo eod

Executors Notice.

THE undersigned Executors of the last will and testament of the late Hugh Perkins, of Charlottetown, Trader, deceased, hereby notify all persons having any legal claims against his estate, to exhibit the same, duly attested to them within six months from this date, and all persons owing said estate are required to make immediate payment to them, or to Mr. B. H. Crawford, who is authorized to collect and give receipts.

FRED PERKINS, RICHARD HEARTZ, Executors. April 6, 1886—apr 7 3c eod

P. E. ISLAND RAILWAY.

Sale of Unclaimed Goods.

A SALE of Unclaimed Goods will take place at the Freight House, Charlottetown, on MONDAY, 15th APRIL next, at 10 o'clock a.m. (Standard time).

JAMES COLEMAN, Superintendent. Railway Office, Ch'town, March 27, 1886.—dly tu fr tu sa mon tu si wky prs 2c

ALL PERSONS

HAVING Accounts with the undersigned, same being past due, will please take notice that settlement, either by cash or note, must be made forthwith or they will be handed over to their Attorney.

BEER & SONS, March 29th, 1886—mar 31 2wks eod wky 1mo

To Lobster Packers, FOR SALE.

400 boxes of TIN PLATES, suitable for Lobster Cans. 22 pigs of LEAD. 22 ingots, TIN. 1 bar of COPPER. Apply to PEAKE BROS. & CO. Ch'town, Feb. 10—tf 3aw

THE SUBWAY.

Senator Howlan's Speech

On the Second Reading of the Bill to Incorporate the Northumberland Straits Railway Co.

THE SCHEME DESCRIBED.

THE ISLAND VINDICATED.

HON. MR. HOWLAN moved the second reading of Bill (K), "An Act to incorporate the Northumberland Straits Railway Company." He said—This is a Bill to construct a tunnel between Cape Traverse and Cape Tormentine. The Company is to have a capital of \$5,000,000 in shares of \$100 each. The Bill gives powers to amalgamate with other lines of railway, either in Prince Edward Island or New Brunswick, and to build branch lines. The other conditions of the Bill are the usual and necessary conditions with regard to issuing stock, and fixing the time for the beginning and completion of the work. Since I had the honor of addressing the House last year on this subject we have gathered a good deal of information regarding the construction of this subway, and I know that a great many hon. gentlemen here think it is a matter of very novel construction, but if we look back at the history of novelties since the commencement of this century, we will find that a great many opinions on matters, that are now beyond any question of consideration, have settled themselves. For instance, on the introduction of railways in England, in 1819, a writer in the *British Quarterly Review* stated:—

"We cannot but laugh at an idea so impracticable as that of a good road of iron upon which travel may be conducted by steam. Can anything be more utterly absurd and laughable than a steam wagon propelled and moving twice as fast as our mail coaches."

So again with regard to the introduction of gas. Many anecdotes are told about William Murdoch, in connection with his discovery, towards the close of the last century, of combustible air or gas. An English paper says:—

"So little was the invention understood and believed in by those who had not seen its use, that even great and wise men laughed at the idea. 'How could there be a light without a wick?' said a member of Parliament, when the subject was brought before the House. Sir Humphrey Davy ridiculed the idea of lighting towns by gas, and asked one of the proprietors if he meant to take the dome of St. Paul's for a gas metre. Sir Walter Scott made himself very merry over the idea of illuminating London by smoke, though he was glad enough, not so long after, to make his own house at Abbotsford light and cheerful on wintry nights by the use of that very smoke. When the House of Commons was lighted by gas the architect imagined that the gas ran on fire and that the pipes, and therefore insisted on their being placed several inches from the wall for fear of the building taking fire. The members might be observed touching the pipes with their gloved hands, and wondering why they did not get warm. The first shop lighted in London by this new method was Mr. Ackerman's, in the Strand, in 1810; and one lady of rank was so delighted with the brilliancy of the gas lamp on the counter that she asked to be allowed to take it home in her carriage."

More recently the building of the Suez Canal was looked upon as a matter that certainly was not necessary to the age, and was scouted by the very best economists in England, and on the Continent; but we find now more than 25,000 tons of shipping pass through that canal daily, and frequently one or two days elapse before a steamer can get an opportunity of passing through. But in the matter of progress in that way perhaps nothing is more wonderful than

OUR RAILWAY SYSTEM. At the time of Confederation, nineteen years ago, there was about 2,000 miles of railway in the Dominion; now we have some 10,000 miles of railway, and so it is with a great many other matters. Last year when I introduced this project to the House as a novel matter I had not consulted many able engineers on the subject. I have since done so and I shall trouble the House with a statement of their opinions as I proceed further. Since I last addressed the House on the subject we have surveyed four lines between Cape Tormentine and Cape Traverse and ascertained the character of the bottom, a sample of which I have here on my desk. After we take off some six feet of sand and mud we come to some 60 feet of brick clay: nothing better could be found in which to lay a tunnel of this nature. In surveying those lines we took soundings every 50 feet, so that we very accurately ascertained the state of the bottom, and we found rock at only one sounding, so that we have at the bottom every thing necessary for laying the tunnel. We found the depths of water to vary from one to thirteen fathoms. For about ten miles of the way the water is over ten fathoms, and where the two tides come together, as they do in the Straits from the East and the West twice a day, the salt which has fallen from the water has made a regular plateau under the Straits, bearing about the same comparison to a level surface as the desk I am now standing at does to the floor. Nature has, therefore, done a very great deal for us. We also found that the distance across was not so great as had been anticipated—that it was only seven nautical miles from shore to shore. I have prepared a working plan which shows that the distance between the piers on the both sides is about five miles. Last year the

ESTIMATED COST OF THE WORK was about \$3,000,000; but when I placed this project before engineers, the idea of our continuing or making wooden piers on

either side did not meet with their approval. They thought in a great and substantial work like this the piers should be of iron, and consequently it will cost more than was at first estimated. One of the great questions which seemed to agitate the minds of many hon. gentlemen, and very properly so, was with regard to the ice. They feared the icebergs would come down through the Straits and sometimes ground, and if they grounded over the pipe they would entirely destroy the work. It was certainly a very important matter, and I have investigated it so as to be in a position to show the House that with regard to the ice there are no difficulties in the way. In the first place, the Strait of Northumberland is about 150 miles south of the iceberg current. The iceberg current comes down the Strait of Belle Isle current, and the united currents flow around the Cape North of Cape Breton; therefore no icebergs can be carried through the Straits of Northumberland. I have here a chart which shows clearly and distinctly where the ice currents are. It is clear therefore that

NO ICE WILL BE ENCOUNTERED

in that way, but if ice would be carried to the Straits of Northumberland the first shallow water it would encounter is at a distance of 25 or 30 miles from north of Cape Traverse. From Summerside to Shediac there is a depth of three to six fathoms of water less than where we propose to put this tunnel through. But so to set the matter at rest I made further investigations, and found that the Dominion Government had sent in 1879 a commissioner, in the person of Henry F. McLeod, to examine and report upon the building of the piers, and to gather all the information he could with regard to the crossing of the Straits of Northumberland, so as to place the Government in a position to arrive at an intelligent opinion with regard to this question of winter crossing.

Mr. McLeod was given some 36 questions to which he was to get answers from persons living in the vicinity of the Straits. Amongst those questions are two, the 22nd and 23rd, that have some immediate bearing on the subject now under the consideration of the House. The 22nd question was "What is the usual thickness of ice in the Straits?" and the 23rd was "Have you ever known it to ground in mid-channel?" The first one examined was Thomas Allen, 50 years old, who has had experience in the winter crossing all his life; he was contractor for the English mails at one time, and had crossed as a hand in the ice-boats; for the last twenty years he had been employed in aiding the ice-boats, etc. In reply to question 22 he says that the

THICKNESS OF THE ICE IN THE STRAITS is "from two to twenty feet," and in reply to question 23, "have never seen it ground in mid-channel." The next evidence is from Smith McGlashan and David Mills, the former of whom had crossed for fifteen and the latter for nine years. In reply to the 22nd question, McGlashan says, "The ice from two to three feet." Then we have the evidence of Arthur Irving and Lewis Muttart, both of whom had long experience in crossing the Straits in winter. To question 22 both reply, "From one foot to twenty feet," and to question 23, "Never." Phillips and Irving, with fifty years' experience of crossing the straits, says the ice is "from two to twenty feet thick," and in reply to question 23 says "No."

I think, therefore, that the matter is entirely set at rest. But to prevent injury to the tunnel from ice in any possible way, we propose to sink the tunnel in mid channel to such a depth as will afford ample protection, and there is no difficulty in doing so, may say with regard to the height of the waves in the Straits it is not more than 20 feet. Therefore, when we sink this at least 36 feet below high water, there will be no difficulty from either waves or ice. Another question which seemed to agitate the minds of hon. gentlemen last year was with regard to the ventilation. Some hon. members thought the tunnel would be up members thought, and as a consequence very unpleasant results would arise therefrom. That difficulty can be very easily met. I took the trouble to go and see a locomotive which

CONSUMES ITS OWN SMOKE, and is thus described in the *American Mail* of November, 1885:—

"The Brook smoke-consuming locomotive, America, now being tried on the Boston and Albany Railroad, weighs forty-three tons, and is an odd-looking machine, with the smoke-stack immediately in front of the cab. The flues go forward from the fire box in the usual way, and then doubling upon themselves return to the smoke-stack. The heating surface is thus practically doubled, and twelve of the return tubes being above the water line and larger than the lower tubes, the steam is to a great degree superheated. The gases and cinders in their long course from fire box to smoke-stack are consumed. The inventor claims that the saving of fuel is at least 15 per cent. Thus far the America has seemed to answer all reasonable requirements, and a machine of that nature is evidently the machine of the future."

The question with regard to smoke in the tunnel can therefore be very easily disposed of. But to show that no difficulty is likely to arise with respect to smoke, it is proposed to put in two automatic steam pumps, working one at each end; these are very like spring clocks. As soon as the indicator shows that there is impurity, they go to work and pump out the impure air, so that no difficulty can arise in the direction of ventilation. No doubt my proposition last year took very many gentlemen by surprise, but when I tell them that the same proposition, with a very little alteration, is proposed in the *Iron Age* to cross from Dover to Cape Breton in France, 23 1/2 miles, the only difference being in the thickness of the shell, and that this has met with the approval of very eminent engineers in England, they will be no longer surprised. At the present time there is being built across the Mersey a subway.

(To be Continued.)