

THE DAILY EXAMINER.

NOVEMBER 8, 1888.

Extension of the Railway.

An officer of the Railway Department at Ottawa has been making observations and surveys in view of the proposed extension of the P. E. Island Railway along the front of the town. It is understood that the Department is willing to extend the railway to meet the needs of our commerce, provided that a free grant be made of the right of way. Consequently, owners of wharf property and property bordering on the wharves have now an opportunity to show their public spirit as well as their private enterprise. If the proposed extension be made, it will undoubtedly be a benefit to the city at large, and if the right of way be freely given, the owners of the property involved will be entitled to the thanks of all citizens. But the benefit conferred will not be to the city alone; it will be, in a much greater degree, to the owners of wharf property themselves; for the value of the property will be materially enhanced and the continual cost of trucking produce and goods to and from the Station and the wharves will be stopped, and the cost, in time and money, saved. We hope and trust that the event will prove, beyond a doubt, that we still have men of enterprise and public spirit in our town.

Communication with the Mainland.

The value of manufactures to a country was, a few days ago, very forcibly illustrated by a gentleman who was discussing the matter while travelling on the train. "If," said he, "I want a jackknife and send to the States for it, the States get the money and I get the jackknife; but if I obtain it from a manufacturer here, the jackknife is here and the money, too. More than that, the money that I send to the States goes to maintain workmen in the States, who, in their turn, furnish markets for the farmers and profits for the merchants of the States; but the money that I pay to the home manufacturer goes to the mechanic, the farmer, the laborer and the merchant of this country—goes to build up and enrich this country." This is the explanation of the matter in a nutshell. Many persons (in opposition) wonder, how it is that Canada is much more prosperous, now that her foreign trade is subjected to a comparatively high tariff, than she was in the ante-National Policy days when it was subjected to a comparatively low tariff. The secret lies here: Canada makes a much larger proportion of the articles that her people need; and her people have the money, too. The money is circulating among her mechanics, her farmers and her merchants, while an ever increasing volume of profits goes into her banks or is invested in permanent improvements, such as mills, factories, railways, warehouses and dwellings.

But, it may be urged, Prince Edward Island has not manufactures, and never can have them. Why not? Is it because her situation is bad? Look at the map and you shall see that there is nothing in her locality to prevent her from being the centre of a large manufacturing and mercantile community, stretching away to Newfoundland in the East and to the borders of Quebec in the West. Raw materials can be brought here as readily as to any other part of Canada, and we can, in summer, ship the finished goods from hence as cheaply and as easily. Is it because our climate is unfavorable? We know that the climate of Prince Edward Island is peculiarly favorable to the manufacture of linen, cotton, and woollen goods, and not by any means unfavorable to the manufacture of either iron or wooden goods. Is it because we cannot get coal and iron? Where can coal good for the furnace be obtained at a less cost than \$1.60 per ton? Where can iron be imported more readily, or what part of Canada is in much closer proximity to the iron mines of Cumberland and Pictou? If it be said that the people of Prince Edward Island are wanting in the spirit of enterprise, we meet the statement with a flat denial, and point to what Islanders have ventured, and suffered, and accomplished at home and abroad,—in Montreal, in New York, Boston, the Western States, or wherever circumstances and conditions furnished scope for the exertion of their brains and hands. No one will say that Prince Edward Island cannot supply in abundance, out of her own fields and gardens, the food required by a large manufacturing population—not food, only, but many of the raw materials, such as flax, wool, etc., which are required in a manufacturing country.

What, then, is wanted by Prince Edward Island in order that she may prosper in manufactures as well as her sister Provinces; in order that Charlottetown and Summerside and Georgetown and Souris may grow and flourish, and furnish home markets for our farmers, like Moncton and Amherst and Truro, and many other prosperous towns throughout Canada? Simply and only: Efficient and continuous communication with the mainland, by steam, winter and summer.

Here, then, is an incentive, a strong incentive, to united, vigorous, judicious, patriotic action on the part of the people

of Prince Edward Island to the end that such efficient and continuous communication may be obtained. Will such action be taken? We shall see.

For communication in summer, we can find the means among ourselves; for continuous communication we need the proposed subway or tunnel, which the best civil engineers say is practicable and can be made, and which Canada is bound to afford as the only possible way by which her contract with this Province can be fulfilled.

Of one thing we may be sure: if we show that we know our rights, and knowing, dare maintain them, we shall obtain the aid of the people of the neighboring Provinces; but if we lie still and do nothing, waiting for something to turn up, we shall be permitted to grumble and rub along as best we can, and be pointed at as the rustic residents of "Sleepy Hollow!"

The Presidential Election.

OPINIONS OF THE PRESS.

The presidential campaign just ended in the United States, has not been such as to reflect high honor on a great nation. First, there was a loud cry raised against this country because it ventured to stand very quietly on its unquestionable treaty rights. Secondly, the Senate rejected a new treaty which the President and House of Representatives approved. Thirdly, the President followed this rejection by a message of "retaliation," asking legal powers to inflict the "great harm of Canada." Fourthly, there came fulsome talk about annexation. Fifthly, attention was turned to the Chinese, and a law passed breaking faith with China and nullifying solemn contracts. Then finally we had the ridiculous Sackville-West incident. One would suppose that a great nation would be above resorting to courses so unworthy of a self-governing people. It is time for our neighbors to outgrow this sort of weakness and folly. It is a sad reflection on the intelligence of electors.

(Halifax Herald.)

If the returns at the hour of writing (4.30 a. m.) are reliable, we assume that Harrison is elected president for the next four years. This doubtless means the denial to us of reciprocal free trade in natural or other products. The Canadians can only secure reciprocity, says Mr. Blaine, by becoming states of the American union. To Canadians the presidential election is really a matter of slight moment. To the development of our great resources, and the upbuilding of our own industries, we shall continue to address ourselves with vigor, feeling confident that our chief reliance must be ever placed in our own healthy activity. The Canadian people are able to take care of themselves and of their country as well.

(St. John Sun.)

It is sufficiently evident that the people of the republic are not yet tired of protection. The real issue before the mass of the people was the tariff. Both parties declared for tariff reform and the reduction of duties. The democratic policy was reduction in the direction of a revenue tariff. The republican platform was reduction of tax without lessening the amount of protection. Mr. Harrison differs from Blaine almost as much as the Cleveland of 1888 differs from the Cleveland of 1884. He is believed to be honest and has no scandals attached to his name. Hitherto he has not been a clamorous, disputatious man. There is reason to hope that if he has the good fortune to get the majority of the electoral vote the republic will find him a safe president. Until evidence to the contrary is afforded it is well to assume that he will cultivate good international relations.

Insurance for Firemen.

It is understood that the city of Halifax has completed arrangements with the Manufacturers' Insurance Company for one year for protecting the three fire companies, to the extent of \$1,000 in case of death or the loss of two limbs or both eyes; and for one-third this amount in case of the loss of one foot or hand; where a fireman is disabled through injury, \$5 per week is allowed for a period limited at 6 months for one accident. The price paid for this insurance is \$5 per man. There are over 200 members in the three companies. Considering the hazardous nature of the fireman's calling, this is looked upon as a liberal arrangement on behalf of the company.

The New Steamer.

The new winter steamer is of the following dimensions: Length between perpendiculars, 200 feet; breadth extreme, 32 feet; depth moulded, 20 feet 3 inches; gross tonnage, 1000. She has been built under special survey to class 10 A1 at Lloyds; but the scantlings in every way are much in excess of Lloyd's requirements in order to resist the pressure of ice which renders navigation a matter of extreme difficulty in the waters she is intended to ply. The vessel, which will carry thirty first-class passengers, while second-class passengers will also be accommodated in the space aft, is expected to obtain a speed of fifteen knots per hour at load draft. Her engines are of the triple expansion type, with three inverted cylinders, and have been designed and constructed for the special service for which the vessel has been built, every part being strong.

SUDDEN DEATH.—The young wife of Mr. Fred McClure, who lives on Highfield street, died very suddenly on Monday in child-birth, the babe also succumbing. It is said she was about the house in her usual health on Monday, and her very sudden death is a terrible shock to her husband and friends. The mother and infant were both taken to P. E. Island for interment by yesterday's boat. This is the second time this year Mr. McClure has been on a sad mission to the Island, having taken his brother there for burial last July.—Moncton Times.

The combination of ingredients found in Ayer's Pills renders them tonic and curative as well as cathartic. For this reason they are the best medicine for people of enervated habit, as they restore the natural action of the bowels, without debilitating.

LETTERS TO THE EDITOR.

The New Winter Boat Stanley.

SIR,—When the unpleasant duty of crossing the Straits to your good P. E. Island late in autumn or early in spring, is the experience of any reader of the daily papers, it will be a source of gratification to read in to-day's despatches that the new Stanley will sail on the 15th inst., for this side, and it is also a matter of congratulation that Capt. Finlayson will take charge on her arrival. For several years the more experienced travellers have been more or less nervous in making the journey in the Northern Light, a boat which of necessity must be fast falling into the mellowness of age, and if the new boat has been built upon a plan based upon the accumulated experience and recorded failures of the Northern Light, we have reason to hope that a very improved service will be the result. Capt. McElhinney and the genial Mr. McMillan, who are in daily attendance at the new boat, are certainly doing all they can to give expression to the best methods of fighting the ice difficulties of the Gulf, and one had only to go on board the Stanley as she was under construction at Fairfield, Glasgow, to see that so far as iron could be made useful for that purpose it was being done in this case. The most elaborate system of bracing and water tight compartments as being wrought out in this boat show that no consideration of expense has been allowed to interfere with the successful solution of the winter service problem. Being fortunate enough to have the guidance of Capt. McElhinney and Mr. McMillan through the Stanley at a time when her hull was on the stocks, the model, strength and size of the new boat gave one quite a hopeful outlook for future crossing the straits. While not large, she had plates and solid work quite as strong as ships five times larger, which were being built at her side. It would not be fair to the Charlottetown papers to give a description of her accommodations, as, no doubt, that will be fully done on her arrival; but none can help being struck with this tangible, earnest expression of the Government's wishes to carry out faithfully the winter mail service, if a boat can be built to do it. Capt. McElhinney and Mr. McMillan are most anxious that both hull and machinery should be such that no ordinary difficulty would injure either, and when we have our good Capt. Finlayson in charge, why, the crossing will be a pleasure. Having had many years' experience of the winter service, both at Cape Traverse and via Georgetown, I believe the service is about to be given one of the most successful attempts at a solution of the problem of winter navigation. I have to thank Capt. McElhinney and Mr. McMillan for their most earnest efforts to show all parts of the ship and machinery, which kindness they willingly extended to any interested who paid a visit to Fairfield to see the new Stanley.

Yours, &c.,

COMMERCIAL TRAVELLER.

Personal.

The Catholics of Australia and India have presented the Pope with \$1,000,000. Mr. J. A. Morrison, of the firm of Morrison & Musgrave, Halifax, is at the Davies Lawrence O'Connell, the writer, has had a serious relapse and is now in a critical condition.

We are gravely informed that the Sackville incident had no effect on the London stock market!

Mr. W. D. Tanton, of the New Glasgow Enterprise, was presented with a gold-headed cane at the Orange banquet on Guy Fawkes Day.

When a man is thrown upon his own resources the man sometimes suffers, but usually it is the resources which get the worst of the encounter.

James W. Vail, defaulting banker from Port Washington, Wisconsin, has been located in Winnipeg. His default amounts to \$140,000. He has been since January.

Rev. James Caruthers lectured in Chambers Hall, Halifax, on Tuesday evening. His subject was, "The Question of the Future."

There was a large attendance and the lecture is highly spoken of.

A subscriber writes to an editor: "I don't want your paper any longer." To which the editor replies: "Well, I wouldn't make it any longer if you did. Its present length suits me very well."

The Berlin correspondent of the Times says: The general opinion of residents here, including the American colony, is that the United States Government treated Lord Sackville with the most unnecessary brusqueness.

The New York Mail is frank in its estimation of the politicians of its country. It characterizes the dismissal of the British Minister as a "brutal game of politics" and as a "bit of cold-blooded policy."

"We do not wonder that the English press assails our politicians."

The manager and artist of the paper La Charge, of Paris, who were arrested at the instance of the Government for publishing cartoons ridiculing the army and glorifying Gen. Boulanger, have been convicted and each sentenced to six months' imprisonment and to pay a fine of 200 francs.

Rev. G. W. Macdonald, the pastor in charge of the Reformed Baptist Church at Sussex, N. B., was presented with an address and a purse containing \$170 a few days ago. Public opinion at Sussex appears to be very much divided as to the propriety of the P. C. Baptists dismissing Mr. Macdonald and the other ministers.

The Right Rev. John S. Foley, Bishop of Detroit, was consecrated at Baltimore on Sunday last. The ceremonies were very imposing, and were participated in by the Cardinal, three Archbishops, nineteen Bishops and about one hundred priests. Archbishop O'Brien and Rev. D. J. G. Macdonald were among those present.

His Majesty the infant King of Spain, is said to have but one great passion, which, strangely enough, is bologna sausage. Whenever he sees this unromantic edible he can hardly be restrained. Stretching forth his baby hand in an imperious way he exclaims, "His Majesty wishes it." But his Minister of the Interior takes care that his Majesty doesn't get it. Alfonso is extremely jealous of his mother, and whenever they appear in public it makes him angry to have the people applaud her. He has a great bump of egotism, that youngster.

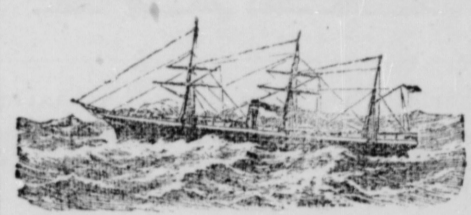
How News Travels.

"Montreal has had nine elopements in a fortnight."—Journal, Oct. 25th.

"Montreal has had nine elopements in a fortnight."—Tribune, Nov. 5th.

We clip the above from the Journal. The fun of it is that the paragraph referred to appeared in THE EXAMINER before either one of the two contemporaries published it.

CANADA ATLANTIC Steamship Company.



THE S. S. "HALIFAX"

—WILL LEAVE—

Charlottetown for Boston

VIA HALIFAX,

—ON—

Thursday, 15th of November,

Boston for Charlottetown

—ON—

Saturday, 10th of November,

—AND—

Wednesday, 21st November.

Through Tickets issued from all Stations on the P. E. I. Railway. The "HALIFAX" has been built specially for this route, combining SAFETY, SPEED and COMFORT.

The Fastest and Most Palatial PASSENGER STEAMER between BOSTON AND THE PROVINCES. Luxurious Cabins, Elegant State-rooms, Grand Dining Saloon above the Deck, Palatial Social Hall, Spacious Smoking Room.

Connecting at BOSTON with Fall River Line for New York; Metropolitan Line for New York; Canada Pacific Railway for Quebec, Montreal, Toronto and all Canadian points; New England and Savannah S. S. Line for all southern points; all Steamboat and Railroad Lines south and West.

At HALIFAX with Steamers for Newfoundland and St. Pierre, also steamer "Electra" for Lunenburg; shortest route to Chester, Bridgewater, Mahone Bay, &c., &c.

At PORT HAWKE-BURY with Steamers of the Bras Dor Navigation Co. for Sydney, Baddeck, Waycoveham, and all points in Cape Breton.

FARES: Charlottetown to Boston.....\$ 6 50 New York, via Fall River..... 9 50

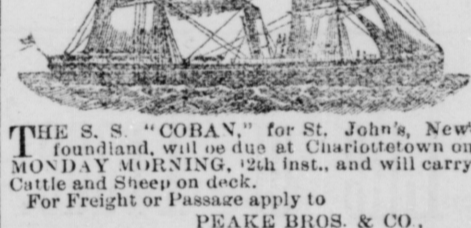
Including Cabin Berth, State-rooms Extra. Through Bills of Lading issued to New York, Philadelphia, Baltimore, Providence, Savannah, Norfolk and points in Ontario and Western States. Also to Liverpool, London, Glasgow and West Indies.

For Freight or other information apply to FENTON T. NEWBERRY, Agent, Charlottetown, P. E. I.

CHIPMAN BROS., Agents, Halifax

RICHARDSON & BARNARD, Lewis' Wharf, Boston.

For St. John's, Newfoundland,



THE S. S. "COBAN" for St. John's, Newfoundland, will be due at Charlottetown on MONDAY MORNING, 12th inst., and will carry Cattle and Sheep on deck.

For Freight or Passage apply to PEAKE BROS. & CO., Agents.

DUTCH BULBS.

BY AUCTION, To-morrow, FRIDAY, at 11 o'clock, a. m., at Rooms:

A choice collection of Hyacinths, Tulips, Crocuses, Snow Drops, Narcissus, Japan and Bermuda Lilies, &c., &c.

—ALSO— Chrysanthemums and Primroses in bloom, imported direct from Holland by the well-known Florist, Leander MacLachlin, Esq., of West River, Pictou, N. S.

A. McNEILL, Auctioneer.

AUCTION SALE

Oil Paintings.

I will sell by Auction, at my Salesroom, On Thursday and Friday Evenings,

AT 7.30 O'CLOCK:

A Consignment of OIL PAINTINGS, representing English, German and Canadian Scenery, by Eminent Artists.

This sale affords a rare opportunity of securing first-class Pictures at Auction prices, as there is no reserve.

G. M. HARRIS, Auctioneer.

Furniture, Stoves, &c.

By Auction, at my Salesroom, On Friday, 9th November,

AT 2 O'CLOCK, P. M.:

Parlor, Dining Room and Bedroom Furniture, Carpets, Oil Cloth, Pictures, Crockery, etc., etc.

Also—2 Bass Burners (Sultana and Countess), Cook and Parlor Stoves. GEO. M. HARRIS, Auctioneer.

In Aid of the Young Men's Christian Association.

THE TEA AND FANCY SALE

IN AID OF THE Y. M. C. A.,

—WILL BE HELD IN—

THE MARKET HALL,

—ON—

Thursday, 29th of November.

As the object is deserving of every support, the management hope to receive a generous assistance and patronage.

President—Mrs. D. McNeill. Vice-Presidents—Mrs. B. Rogers, Miss Mary Palmer. Committee—Mrs. T. Mackinlay, Mrs. D. Laird, Mrs. J. Unsworth, Mrs. W. W. Clarke, Mrs. Dr. Beer, Mrs. W. Hazzard, Miss P. Longworth, Miss G. Mason, Mrs. A. Lord, Mrs. D. Parquharson, Mrs. Dr. Blanchard, Mrs. R. Young, Mrs. Dr. McLeod, Miss A. Hazzard, Miss T. Hyndman, Miss F. Murray; Mrs. A. Bartlett, Secy.; Treasurer.

Admission, 15 cents; tea, 25 cents. Doors open at 2 o'clock.

In Aid of the Young Men's Christian Association.

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HARRIS

New Winter Clothing.

NOW OPEN,

Mens' Nap Reefers,

Mens' Nap Overcoats,

STEWART,

Boys' Overcoats,

LONDON

Boys' Reefers,

HOUSE,

Felt Hats, Caps,

Gloves, Hosiery,

LOW PRICES FOR CASH.

Charlottetown, October 15, 1888.

Fur Goods, (All Good,) Fur Goods,

Wool Goods, (Fashionable,) Wool Goods,

(Serviceable) Wool Goods,

Dress Goods, Millinery,

Dress Goods, Millinery,

Dress Goods, Millinery,



Usters, (and) Usters,

Jackets, (CHEAP,) Jackets,

Beer Bros.

Charlottetown, Oct. 13, 1888.

FALL & WINTER CLOTHING

FOR MEN AND BOYS.

J. B. MACDONALD

IS NOW SHOWING A MAGNIFICENT STOCK OF

Mens' and Boys' Overcoats, Reefers and Suits,

IN NAPS, BEAVERS AND WORSTEDS.

PRICES SO LOW AS TO DEFY COMPETITION.

No Brag or Bluster required to sell those Goods.

Anyone seeing this Stock of Clothing, and the low prices which the goods are being sold for, will at once be convinced of their superior value.

For your own sakes, don't buy until you see the Stock and Prices at

J. B. MACDONALD'S, QUEEN STREET.

Oct. 30, 1888.