

THE DAILY EXAMINER.

MAY 19, 1882

"I think we have done very well by the Island, and we have carried out the Terms of Union to the utmost possible extent—Alexander Mackenzie, May 19, 1882.

THE EXAMINER is charged by the Patriot with attempting to mislead the public with reference to the above quoted notable words of the Hon. Alexander Mackenzie. That there was; but no suspicion of any attempt on our part to mislead the public, we publish below the whole of it. It will be remarked that Mr. McKENZIE'S words: "I THINK WE HAVE DONE VERY WELL BY THE ISLAND, AND WE HAVE CARRIED OUT THE TERMS OF UNION TO THE UTMOST POSSIBLE EXTENT," are the very last words of the discussion, and, therefore, the more emphatic.

It is to be hoped that the Patriot also will publish the debate in full. It is clearly the duty of every paper in Prince Edward Island to publish these words of Mr. Mackenzie; and their import should be carefully weighed by every elector. If we are to have improved Winter Communication; if we are to obtain any more public improvements from the Dominion, it will not be through a Party of which the Hon. Alexander Mackenzie is a leading member; it will not be from a Government in which the Hon. Alexander Mackenzie would, in all probability be Minister of Railways or Public Works.

From *Herald*, 10th May, 1882.

CAPE TRAVERSE RAILWAY, \$189,200.

Sir CHARLES TUPPER. One of the conditions of which with Prince Edward Island was an engagement on the part of the Dominion Government to provide certain communication between Prince Edward Island and the Intercolonial Railway. To carry out that engagement the Dominion Government had the steamer Northern Light constructed; but that steamer, though effecting considerable improvement in the existing communications, entirely failed in maintaining continual communication. The late Government directed a survey to be made between the Intercolonial Railway and Cape Tormentine, on the one side, and Cape Traverse and the Island Railway on the other. This survey was completed, and a report made by the able engineer appointed by the late Government, recommending the best points for railway connection. And we are now carrying out the policy contemplated by the late Government in ordering this survey to be made. This vote is for the purpose of constructing eleven miles of railway, or thereabouts, from the Prince Edward Island Railway, in the neighborhood of the County Line. It is not set out whether it shall be the county line or another point, the name of which escapes me, as the best means of connecting the Island Railway with Cape Traverse and the construction of such docks as are necessary at Cape Traverse for the purpose of making the communication as perfect and as effectual as possible. I may be asked why provision is made for carrying out this design in Prince Edward Island and not on the Mainland. I may say that it would have become the duty of the Government, and we would have been prepared to bring down an estimate for the construction of the connection between the Intercolonial Railway and Cape Tormentine, but for the fact that, in the meantime, that service has been provided for by the Government of New Brunswick, who have renewed the charter of a private company, who propose to construct that work with the aid of a subsidy. Under these circumstances we felt that we could not ask Parliament to provide for a service which was apparently provided for by the Local Government.

Mr. MACKENZIE.—Under what Bill is this to be constructed? There is no Bill for building a railway in this place that I know of. Surely the hon. gentleman does not intend to build a new railway by virtue of a vote in the Estimates.

Sir CHARLES TUPPER.—The hon. gentleman knows that we have power, without even going to Parliament, to build six miles of a branch.

Mr. MACKENZIE.—I am not aware of that. Sir CHARLES TUPPER.—Yes, the hon. gentleman knows that there is a provision to extend railways for six miles. I think the authority of Parliament to extend a branch over a Government railway of eleven miles would be quite as sufficient on Prince Edward Island as it is from St. Charles to Point Levis.

Mr. MACKENZIE.—The hon. gentleman must be aware that he cannot appropriate land or do anything else merely because he happens to represent the Government. He has no power to touch property.

Sir CHARLES TUPPER.—I will look into that point. Mr. ANGLIN.—Will the hon. gentleman state what provision he will make at the terminus of this road to enable the steamer to ply during winter? During winter the solid ice extends out one and one-half miles, and it is necessary to make some provision to enable the steamer to approach some wharf or place connected with a railway, unless he expects the steamer will be strong enough to work her way through the ice.

Sir CHARLES TUPPER.—That is a very important point. It will have to be, to a certain extent, experimental as to the best means of establishing water communication during the severe portion of the winter. A considerable expenditure is involved in the design, both in Prince Edward Island and at Cape Tormentine, to attain such wharf communication as will give the necessary facilities when we are not obstructed by the ice. When the ice forms messengers will have to be taken to make the communication which is now regularly maintained by ice boats. It will be to some extent experimental as to how far the board ice will have to be made available on the two sides. It would not be possible to run up wharf communication so as to make a contract without using the ice which forms on the two sides for a portion of the winter.

Mr. ANGLIN.—There is great reason to doubt whether a section of the Local Legislature grants a sufficient subsidy. I think it is only \$3,000 a mile. My impression is that they had some idea of getting assistance from the Dominion Government.

Mr. MACKENZIE.—I differ wholly from my hon. friend beside me. I think the Government should build no branches if they can get other people to build them. It was the policy of the late Government to get rid of all the branches as soon as possible.

Sir CHARLES TUPPER.—That is our policy now. Mr. ANGLIN.—There is a small piece of a line forming portion of a through line which we are bound by your treaty with the Island to build if possible.

Mr. MACKENZIE.—I think we have done very well for the Island, and we have carried out the Terms of Union to the utmost possible extent.

What has Mr. William Welsh to say to about exports?

Declaration Day.

HIGH SHERIFF CALLECK, in Court today, opened the poll books of the different districts of this County, and examined the special votes. He was assisted by M. McLeod and R. R. FitzGerald, Esqrs., on behalf of the Government Candidates, and L. H. Davies, James Sutherland, and A. B. Warburton, Esqrs., on behalf of the Opposition. At four o'clock the following result was arrived at:—

Table with columns for Candidates and Votes. Includes names like Blake, McLeod, Nicholson, Ferguson, Egan, McKay, Campbell, Johnston, Cameron, and their respective vote counts.

The East Point Railway.

The people residing in the Eastern section of King's County labor under serious disadvantages from want of proper facilities for conveying their produce to market. Between East Point and Souris on the south side, a distance of sixteen miles, the road is extremely hilly, and in the fall of the year it is at times almost impassable. In the year 1878 a petition numerously signed was forwarded to the Dominion Government praying that a Branch Rail Road be built from Harmony Station on the P. E. Island Railway to Elmira. The distance between these two points is only about eight miles over a perfectly level tract of country. We may here state that an important public work is now under course of construction at Campbell's Cove, which, when completed, will afford increased business facilities, as well as a harbor for the accommodation of farmers and fishermen of Eastern King's County. Within the last year or two no less than seven lobster canneries have been erected in this vicinity. Agriculture is also carried on extensively, and we believe that if Railway accommodation were extended to the East Point, it would prove a great boon to the farmers there. The eastern terminus would have to be decided upon after a thorough survey. Many persons are inclined to think that the North Lake could be opened up, so as to afford a deep water terminus, capable of accommodating shipping from all parts of the world. Our King's County Dominion representatives have been urging upon the Government the advisability of building the East Point branch railway at an early day, and a letter from the Minister of Railways, of which the following is a copy, shows that the subject is likely to assume a practical shape:—

OTTAWA, 9th May, 1882.

My DEAR SIR.—In reply to your letter, asking that a Railway be constructed from Harmony to East Point, I have to say that during recess I will have a careful survey made, and the result reported, with a view to arriving at a decision upon the matter.

Yours faithfully, CHARLES TUPPER. C. B. Muttart, M. P., A. C. McDonald, M. P., House of Commons, Ottawa.

CORRESPONDENCE.

We do not hold ourselves responsible for the opinions or statements of our correspondents.

Mr. A. Laird's Charges.

To the Editor of the Examiner.

Sir.—The Patriot of last evening has an article very appropriately headed "Brutal." In that article I am described as "a low minded, grovelling, malignant, selfish man," "a mean, sordid, heartless bully," "more despicable," more heartless," "more malignant," and "the unfeeling, spiteful wretch." I certainly do not complain that Lawson writes in this manner about me. He probably thinks that his ferocity proves the truth of his religious (?) belief that he is merely a developed brute. Darwin might not be equally satisfied with the demonstration. Something less than the keen eye of a philosopher might discover that in this particular case, the "development" is in the wrong direction, and that humane feelings might be sought for with much better chance of success in a pig sty than in a newspaper controlled by this man Lawson.

During the elections the Patriot published a report of a speech made in the Legislature by Mr. Alexander Laird, in which I was charged with favoritism in the management of the Land Office. As soon as the elections were over, I challenged Mr. Laird to make his charge in a specific form, promising him every attention in the matter. With that sense of the fitness of things which makes Henry Lawson rush in to do the dirty work for the meanest men of his party, he comes out with nearly a column of abuse, closing by announcing that Mr. Laird had been the subject of a serious family affliction, and could not be expected to take any notice of my challenge. When I wrote my first letter Mrs. Laird was living. Her death had occurred before Lawson's reply was written. That was the time to have temporarily sheathed the sword. But it was not done. The man who has a standing commission from the Lairds to blackguard me, in a paper really owned by a member of the family, was not deterred by Mrs. Laird's death from attacking me; but having, in the presence of death—and the death of one whom they at least should respect—dealt in slander against me, they now seek to escape by pleading the poignancy of their private grief.

Every person must see that as long as the Lairds employ such a man as Lawson to champion their cause, they must be held responsible for his conduct. But Mr. Alexander Laird has no claim for consideration at my hands. During what was well known to be the fatal illness of his wife, he made false and slanderous charges against myself and other public men, with almost unparalled violence. The private grief which he now hopes will shelter him from the consequences of his slanders, ought

have been called into requisition at that time. If it had, he would stand in a much better position than he does to-day.

I am yours, &c., D. FERGUSON.

Perished.

YESTERDAY two brothers named James and Charles Smith, farmers, of Johnston's River, came to this city. In the evening, while returning home, the elder brother, Charles, fainted in the boat, and fell overboard. He was rescued by his brother; but, in the act of rescuing him, the oars were lost. The boat drifted about the river all night. This morning, at four o'clock she went ashore near the Asylum Point, and while James Smith was seeking assistance at the residence of Mr. F. Bell, manager of the Stock Farm, his brother perished from exposure in the boat. The following is the statement of James Smith, taken during the inquest held by Dr. McLeod to-day:—

I am James Smith, brother of the deceased. He and I left our home at one o'clock, noon, yesterday. We rowed to town and arrived there at four o'clock. He rowed all the way down to town. Did not complain of feeling weak. He did some business in town after which I invited him to have a drink. We took half a glass each. We had no boat to eat in town. We left town in the boat about seven o'clock with the tide in our favour. He asked for bread about a mile out of town. I had no bread but gave him some candies. We then rowed some three miles further up the River off Currie's Point in the middle of the Channel. He had the bow oar. He fainted and fell over the side of the boat. I immediately seized him and we were both thrown into the water. I gave him a hold of the gunwale, swam to the stern myself and helped him into the boat over the side. I lost the oars while rescuing him and getting back into the boat. I gave him no liquor. We had a bottle of spirits in the boat. I gave him none, nor did I take any myself. I thought liquor would hurt him. He wandered very much in his conversation after I took him into the boat; this happened about eight o'clock. We were carried up by the tide, near to Macleod's Island; then the tide turned, and brought us back to near opposite the Asylum. He complained very much all night of feeling cold. I do not think liquor would help him, as he was so near perishing. At day-break, I found a small piece of board in the bottom of the boat. I made for the nearest point of land and landed near the Stock Farm at Grubb's Point. I asked him if he could come up with me. He said I can't walk. I immediately came up to Mr. Bell's house. I saw Mr. Bell who went down to the boat. I remained at Mr. Bell's house warning myself. He was dead before I returned to the boat. The tide was going out when I came ashore. He shouted several times through the night. I did not say it was no use, as I thought there was no boat to go out to us. The deceased had his coat off, I did not put it on as he was completely wet. I left him sitting up in the boat, when I came up to Mr. Bell's. The deceased was in the habit of fainting. He fainted in my place while taking his dinner one day this Spring. He offered to come down with me yesterday. I went to town to get some oyster seed. My brother is about forty years of age.

The following is the verdict returned by the jury:—

That the deceased, Charles Smith, came to his death by exposure in an open boat.

- WM. McPHAIL, Foreman, JAMES SWAN, ANTHONY FLYNN, PATRICK SHEA, DAVID CAYANAGH, WM. WALSH, ANTHONY CAMPBELL.

The Strange Freak of a Crazy Man.

A PASSENGER ON THE ISLAND BOAT TAKES A VOLUNTARY DUCKING—EXCITEMENT AMONG THE OFFICERS AND PASSENGERS.

(Moncton Times.)

It isn't every day that the passengers by the Island boat, running from Summerside to Point DuChene, experience such a genuine sensation as was caused yesterday. The principal actor was an insane man who belongs to Prince Edward Island. The facts as related by a passenger to a Times reporter last evening, at the Moncton station, are as follows:—While in the middle of the Straits, under full speed, the passengers and officers of the boat were greatly alarmed by the sudden disappearance of a man over the bow. He deliberately climbed down the anchor chain, and when he reached the water pulled a revolver, saying he wanted to die, and would shoot the first man who followed him. Ropes were thrown over, but he refused to take hold of them. Pickets were then handed down, when the man let go his hold on the chain and fell into the water. The steamer's boats were immediately lowered and the would-be victim of his own rashness was rescued in an exhausted condition. He was taken to the cabin, wrapped in warm clothing and restoratives applied. When he recovered he seemed to regret that he had been rescued. He was secured and closely watched during the rest of the voyage to Point DuChene.

Our informant was not able to give the man's name, or to what part of the Island he belonged, though it is said he had been working all winter. The passengers noticed that he had acted strangely, but it was not thought anything serious was the matter with him. He was to have been returned to the Island, but our informant did not know whether he returned with yesterday's boat or not.

EDWARD T. RUSSELL & CO., Commission Merchants, 213 STATE STREET, BOSTON, MASS. May 19, 1882—6m

Old Bank Bills TAKEN AT 90 cents to the Dollar, for Carriages, Wagons, Sleighs, &c., to-day only on approval, May 19-82. U. OGDEN.

Having decided to close my City business, for the purpose of devoting my whole time to my country establishments, I have arranged with Mr. Angus to take charge of my city store for the summer, and sold at or under cost the whole of my present stock. As this Stock must be closed out within three months, the store being required for other purposes, we are prepared to sell for cash at unprecedented low prices, so come early and secure bargains. The attention of country merchants is particularly directed to this stock, as we are prepared to sell at very low prices and on liberal terms. R. W. TREMAINE, May 19, 1882—wky lf 53 QUEEN ST. E. N. B.—Room Paper at half-price.

BEER & GOFF, Wholesale and Retail Grocers

Tea, Prime Quality, Cheaper than Ever.

Coffee, Fresh, Roasted & Ground.

Flour, Choice Brands, Warranted.

Biscuits, Fruit, Confectionery, &c., BEST QUALITY, LOW PRICES.

BEER & GOFF. Charlottetown, April 24, 1882.

"CHEAPSIDE." We are now offering a first-class assortment of

HOUSEKEEPERS' GOODS, In Hardware, Groceries, Glassware, &c., at prices to suit the times.

Our Tea, Coffee, Flour, Molasses, Raisins, Currants, Spices, Canned Goods and General Groceries are of the Very Best Quality and Marked at Lowest Rates.

FORKS, SHOVELS, BACKBANDS, CHAIN TRACES, HAMES, WHIPS, NAILS, SPIKES, LOCKS, HINGES, PAINTS, OILS, &c., &c., IN GREAT VARIETY.

PLEASE CALL AND EXAMINE Goods expressed to any part of the City and Railroad Station free of charge. HENRY BEER Charlottetown, April 19, 1882—2aw, wky

MILLINERY. MISS GALLANT begs to inform her friends, and the public generally, that she has commenced business in the above line, at her residence, Upper Queen Street. Having had four years' experience in the establishment of Robert Young, Esq., she feels confident of giving satisfaction to all who may favor her with their patronage. CAN SEALER. A CAN SEALER who has had a year or two's experience can find employment on application to C. P. FLETCHER, May 13, 82—lf

GARDEN SEEDS, Garden Seeds. Fresh and Good, Opening To-day at HARVEY'S BOOKSTORE. The Store and Dwelling, No. 62 Queen Street, next door to W. A. Weeks & Co's, and lately occupied by the subscriber, to whom application is to be made. JOHN GAHAN, Charlottetown, March 17th 82—2w 1/2

DOUBLE TENEMENT DWELLING HOUSE, Household Furniture, &c.

BY AUCTION, at the Residence of the Rev. D. G. McDonald, in this city, on THURSDAY NEXT, May 25th, at two o'clock, p. m., Household Furniture, Horses, Cows, Buggy, Sleighs, Harness, &c.

That Double Tenement Dwelling House and Premises, beautifully situated, Head of Hillsborough Street. Particulars in handbills. A. McNEILL, Auctioneer, May 18, 1882 wly lf

"Orphan Boy" WILL STAND at Mr. P. Connelly's Very Stable every FRIDAY during the present season. G. E. & J. SULLIVAN, Charlottetown, May 17, 1882—3t 17 19

ROYAL HARRY WILL STAND FOR THE SEASON, at his OLD STABLE, Queen Street. His Colts took five prizes out of six at Halifax, contending against all the best stock in the Dominion; and that they can trot is proved by the fact that Harry Messenger, a Colt of his, without training, beat the imported Stallion "All Right" in a match race at Summerside.

MAMBRINO STAR. Will also stand at the same stable. This Horse was bred in Kentucky, and comes of the very best Trotting and Racing blood, his sire being half brother to that wonderful Mare "Goldsmith Maid," his dam half sister to the great "Lady Thorn," his grand-dam half sister to the sire of the famous race-horse Lexington. The few Colts by him are very promising both for style and speed. I will put his fee low this year to induce breeders to use him. LOUIS L. JENKINS, Upton Stock Farm, May 16, '82—4 wky ne

Through Tickets for Sale NELMES' BOOKSTORE, All Points West, Northwest, Via Hoosac Tunnel Route. W. M. FAUGHT, Agent, May 17, 1882—wky

THE WEEKLY EXAMINER.—Persons having relatives or friends abroad, and desiring to keep them informed concerning P. E. Island, cannot do so in a better or cheaper way than by subscribing to THE WEEKLY EXAMINER. Sent postpaid, to any Address in Great Britain, United States, or the Dominion, on receipt of One Dollar.

WANTS, LOST, FOUND, &c. COAL.—Hourly expected, a cargo of Intercolonial Nut Coal at McMillan's Depot. Terms cash.—R. McMILLAN. [ma 18 2t]

WANTED—A young lady, must be neat and be quick at figures. Apply by letter to A. B. EXAMINER Office. [m 17 3t]

WANTED IMMEDIATELY.—Three Girls to learn Dressmaking. Apply to Mrs. Hiram Hobbs, over Mr. Knight's store, Great George street.—ma 17 3t wky lf 2d

WANTED—Employment as PINNER, by a person of large experience. Apply to Mrs. Stewart, 3 Mile Brook, Malpeque Road. [ma 17 3t wky 2t 2d]

WANTED—A BOY to attend Horses and other general work. Apply at the EXAMINER office. [ma 16 1t]

WANTED—13 or 14 First-class Cont. Makers, Sturdy work and liberal wages. Apply at once to Wm Cummings & Sons, Toronto, N. S. [ma 16 4t]

TO RENT A house containing thirteen rooms, lately occupied by Mr. E. Waller. Rent low. Inquire at A. L. Burgess & Co, Hillsborough Street. [ma 13 2aw]

WANTED—A man to work in garden and attend a horse. Apply to William Dugg. [ma 15]

OLD STEEL—I have a lot which I will sell cheap or exchange on favorable terms for old Scrap Iron.—H. COMBS. [ma 13 3t pat]

SITUATION WANTED, as CUTLER or FURMAN, by a first-class Tailor of established reputation, who has had many years' experience and thoroughly understands the Tailoring Business in all its branches. Apply at this office. [ma 9 6t]

DODD'S BLANKET, WOOL, AND CURTAIN WASHES, a first-class article. Very low—per should have one—5t each. For sale, at all shops and retail, a good assortment of Tinware. Customers would do well to examine goods and prices before purchasing elsewhere. Store opposite Dr. Jenkins', Queen Street.—Robt at Road, Practical Tailor Smith. [ma 11 m wky]

TO LET—That pleasantly situated residence on D. Sirisby Lane, Head of Hillsborough Street, formerly the property of P. W. Hyndman, now occupied by Mr. Jas. Dr. Bray. Possession on the 2nd June.—Jas. Dr. Bray. [ma 3]

TO LET—The House at present occupied by R. Slough, Esq., at the head of Pownall Street, Possession given the 1st July next. Apply at this office. [ap 4 col]

CITY HOTEL TO LET.—This Hotel is finely situated, standing opposite the Bishop's Palace, on the highest ground in the city. It contains 37 rooms, and being contiguous to the S. M. Navigation Company's Wharf, is admirably adapted for the accommodation of summer visitors to the island. Terms easy. Apply to Messrs. Geo. Davies & Co., London House. [ap 17]

TO LET—A house containing eight or eleven rooms situate on Kent Street, half of the subscribers premises. Rent moderate. Apply to Francis McIlroy. [m 17 col 2d]