

THE DAILY EXAMINER.

TERMS:—FIVE DOLLARS A YEAR.

"This is true Liberty, when Free Born Men, having to advise the Public, may speak free."—EURIPIDES.

SINGLE COPIES TWO CENTS

NEW SERIES.

CHARLOTTETOWN, P. E. ISLAND, FRIDAY, MAY 30, 1890.

VOL. 26.—NO. 7

PRINCE EDWARD ISLAND RAILWAY.

1890. Summer Arrangement. 1890

ON AND AFTER MONDAY, JUNE 2nd, 1890, Trains will run as follows:—

TRAINS FOR THE WEST.				TRAINS FROM THE WEST.			
STATIONS.	Express	Accom.	Accom.	STATIONS.	Express	Accom.	Accom.
Charlottetown.....dp	A. M. 6 00	A. M. 8 45	P. M. 3 30	Tignish.....dp	P. M. 1 10	A. M. 6 00	
Royalty Junction.....dp	6 14	9 17	3 49	Alberton.....dp	1 50	7 05	
North Wiltshire.....dp	6 48	10 02	4 35	Bloomfield.....dp	2 15	7 44	
Hunter River.....dp	6 58	10 15	4 51	O'Leary.....dp	2 32	8 10	
Bradshaw.....dp	7 23	10 48	5 25	Port Hill.....dp	3 23	9 35	
Emerald Junction.....dp	7 30	10 56	5 40	Wellington.....dp	3 52	10 18	
Freetown.....dp	7 49	11 10	5 55	Miscouche.....dp	4 11	10 44	
Kensington.....dp	7 53	11 29	6 17	Summerside.....dp	4 25	11 05	
Summerside.....dp	8 15	12 00	6 50				
Miscouche.....dp	8 30	1 00					
Wellington.....dp	8 45	1 26					
Port Hill.....dp	9 05	1 52					
O'Leary.....dp	9 35	2 35					
Bloomfield.....dp	10 50	4 00					
Alberton.....dp	10 47	4 25					
North Wiltshire.....dp	11 14	5 15					
Royalty Junction.....dp	11 15	6 05					
Tignish.....dp							
Emerald Junc.....dp		P. M. 5 45					
Cape Traverse.....dp		6 35					

TRAINS FOR THE EAST.				TRAINS FROM THE EAST.			
STATIONS.	Express	Accom.	Accom.	STATIONS.	Express	Accom.	Accom.
Charlottetown.....dp	P. M. 3 15	A. M. 6 30		Georgetown.....dp	A. M. 7 50	P. M. 1 40	
Royalty Junction.....dp	3 30	6 50		Cardigan.....dp	7 17	2 03	
Bedford.....dp	3 38	7 28		Mt. Stewart Junc.....dp	8 10	3 00	
Mt. Stewart Junc.....dp	4 25	8 05		Souris.....dp	A. M. 6 15	P. M. 12 40	
Morell.....dp	4 30	8 30		Boar River.....dp	6 45	1 15	
St. Peter's.....dp	4 58	8 56		St. Peter's.....dp	7 20	1 58	
Hunter River.....dp	5 20	9 23		Morell.....dp	7 42	2 25	
Boar River.....dp	5 55	10 06		Bedford.....dp	8 10	3 00	
Georgetown.....dp	6 25	10 45					
Mt. Stewart Junc.....dp	P. M. 4 35	A. M. 8 25					
Georgetown.....dp	4 55	9 38					
Charlottetown.....dp	5 45	10 00					

Trains are run by Eastern Standard Time.

J. UNSWORTH,

Superintendent

Railway Office, Charlottetown, May 27th, 1890—all per 61

WEEKS & BEER,

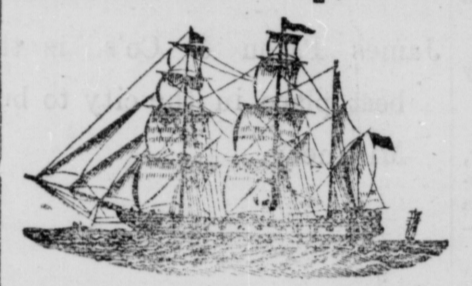
QUEEN STREET,

CHARLOTTETOWN, P. E. ISLAND,
Importers of British and German
Dry Goods, Millinery, Small-
wares, &c.

Also—Full Lines of Teas, Groceries and
Warehouse Goods, WHOLESALE ONLY.

Additional to our General Stock are
being daily received from the different sources
of production, and will be offered, Wholesale
only, at a small advance on cost.
Ch'town, May 22, 1890—dy 2m

Midsummer Trip, 1890.



THE BARKENTINE "EREMA," now
loading, will sail for Liverpool, G. B.,
on SATURDAY, the 10th inst. Returning,
will sail from Liverpool for Charlottetown
about the 15th June next.

For Freight apply in Liverpool to William
Bullen, 51 South John Street; in London, to
John Pitcairn & Sons, 7 Union Court, Old
Broad Street, or here to the owners,

PEAKE BROS. & CO.

Ch'town, May 7, 1890—eod 4f

Kent Mills

Flour.

BRAN.

LANDING To-day:—One Car of Ontario
Bran, excellent quality, selling low.

AULD BROS.

may 19—2w 2aw pd

PASTURE TO LET.

THE undersigned have a large quantity of
Pasture to let for Cow Pasture, very
near the city, and all in good condition. Some
of the pasture is in front of the old Asylum
grounds, and the balance nearer town. Persons
wanting pasture for cows for the summer
had better apply at once.

PETERS & PETERS.

may 20—tf

PARTNERSHIP NOTICE.

I HAVE THIS DAY admitted Mr. Donald
Nicholson a Partner in the Tobacco Manu-
facturing Firm of HICKY & STEWART,
the business of which will hereafter be con-
ducted under the name and style of HICKY &
NICHOLSON, and I take this opportunity
of sincerely thanking the business public for
their liberal patronage in the past, and respect-
fully solicit a continuance thereof for the future.

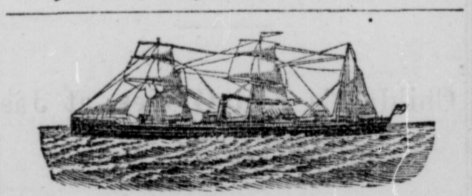
M. HICKEY.

Charlottetown, May 1, 1890.

Referring to the above, the undersigned beg
to notify the public that they will continue
the Tobacco Manufacturing Business in the
old establishment, Lower Queen Street, and
hope by strict attention thereto to be able to
satisfy the requirements of the trade in their
line.

HICKEY & NICHOLSON.

may 6—1m (1w dy then eod)



Halifax and P. E. Island STEAMSHIP CO.

(LIMITED.)

STEAMER "PRINCESS BEATRICE,"

CAPT. A. H. KELLY.

WILL sail from Charlottetown every
Thursday afternoon, at 4 o'clock, for
Halifax, calling at Port Hastings, Mulgrave,
and Hawk-sbury, Arichat, Canso, Isaac
Bosher and Sheet Harbor.
Returning will sail from Halifax every
Monday night, at 10 o'clock, making same
calls, and Souris.
The above steamer will make the round trip
every week, making same calls until the close
of navigation.
Freight and passengers solicited at lowest
rates, and through Bills of Lading granted to
any port on the continent or United Kingdom.
Apply to

W. W. CLARKE,

Agent.

Ch'town, May 3, 1890.

THE PROPOSED SUBWAY

SENATOR HOWLAN'S ABLE SPEECH

HON. MR. HOWLAN moved the following
resolution:—

Resolved, That this House recommend to the
favorable consideration of the Government the
appointment of a Board of Civil Engineers, ac-
customed to hydraulic works, and works of
either or principally in the water, with a view
to ascertaining the feasibility of construction
and maintenance and the cost of a metallic
subway across the Straits of Northumberland,
commencing at or near Cape Traverse, in Prince
Edward Island, and terminating at Charlottetown,
Prince Edward Island, and any other plan which
they may recommend to fulfill the terms of Con-
federation made with the Province of Prince
Edward Island, viz: To establish and main-
tain efficient steam service for the conveyance
of mails and passengers between the Island and
the Dominion, winter and summer, thus placing
the Island in continuous communication with the
Intercolonial Railway and the railway system of
the Dominion.

He said: Some little apology ought to
be offered by myself to the House for again
bringing forward this question. Many have
thought that I permitted the subject to
drop, as I had no faith in the practicability
of the construction of a subway under the
Straits. Such is not the fact. I have never
lost faith in the work, but as there were
other similar structures being built in dif-
ferent parts of the world, and one, particularly,
near ourselves, I thought it would be a
good thing to wait until some progress had
been made in the construction of the one
near home on the plan then proposed.
During last year a subway had been in
course of construction under the St. Clair
River, which passes through a material very
much like that under the Straits of North-
umberland, and although the subway is not
of the same length or extent as the one
proposed at Prince Edward Island, still
sufficient information has been acquired to
strengthen the opinion and belief that a
subway could be constructed to unite
Prince Edward Island with the mainland.
I will read to the House a report of com-
ments made upon the building of this sub-
way at a meeting of the Institute of Cana-
dian Engineers by the President, Colonel
Gzowski. It is taken from the *Empire*
newspaper, and is as follows:—

"The St. Clair Tunnel, under the Detroit River,
to connect the Grand Trunk System in Canada
with its connections in the United States at Car-
niar. The total length of the tunnel with ap-
proaches will be two miles and 145 feet. The
length from face to face of the portals is 500
feet. The depth of an open cutting at the east
(Canadian side) of the tunnel is 67 feet, at the
west (United States side) 82 feet. The length of
that part which is under water will be 230 feet
with a gradient to the west, rising 1 foot in 1,000.
The greatest depth of the River St. Clair on either
bank is 100 feet. The lowest part of the tunnel
thickness of the roof is 16 ft. The bottom of the
tunnel is about 10 ft. above the rock underlying
the clay. This has been ascertained by accurate
soundings and borings taken near the line of the
tunnel at each 20 feet. It may be well to say
that the flow of gas was found immediately
above the rock, indicating that its source was
or below that strata, the gas escaping through
fissures in the rock. Locating the bottom of the
tunnel and the position of the rock, the thickness
of material to support the roof was in-
terfered with. The material through which the
tunnel is driven is clay, with
pieces of ice and gravel. The tunnel
cross-section is circular, with an inside diameter
of 10 feet 10 inches. It is a circular tube, lined
throughout with flanges of cast-iron, 2
inches thick, 1 foot long, bolted together.
The ends of these plates are planed to make a close
joint, and before being used they are heated and
soaked in tar. The lower half of the lining is
encased on side in 3 inches of grout, formed of
the best Portland cement and coarse, sharp sand.
Holes are made in the upper part of each plate,
through which the grout is poured in, in order
that the whole of the outside of the cast iron
lining will be covered in this way. In the pro-
tection of the tunnel in a usual, and in the
protection of which the excavation is carried on,
enough to enclose the cast iron lining, and as
the excavation in front of it is advanced it is
noted forward, and as much as possible is
one section of the tunnel lining. As the width
of these sections or rings is only 18 inches, and as
the rear portion of the shield which encloses the
lining is only 30 inches, the forward and rear
lining is always within the shield. To ensure
safety as far as possible in the event of a sudden
strong flow of quicksand or water, a
diaphragm or bulkhead is built across the shield
48 inches from the rear of it, with two sliding
doors which can at once be closed. This to all
lengths of the tunnel is 20.6 feet; in Can-
ada, 84 feet; in the United States, 1,102 feet.
The time named for the completion of the tunnel
is July, 1891.

"Early experience in Canada.—The chairman
then referred to his early experience in Canada.
In 1841 he was appointed to take charge of the
construction of all kinds of roads, harbors,
lighthouses and bridges. His district extended
from Kingston to Kintla in the west, and from
Sound to Pentanguishene on the north, includ-
ing about 40 districts works. Then 35 to 40 miles
a day was considered good travelling, and was
done sometimes on wheels, sometimes in a
saddle, sometimes on foot. There were in all
about 600 miles of varied classes of roads. To
show the novelty in those days of engineering
work, I may be allowed to narrate an incident.
I had to build a bridge across the river Thames,
near London, now within the limits of that city,
on the road to Sarum, to replace a temporary
structure then in use. The new bridge was on
the Howe truss plan, with the roadway on the
bottom chord, one span of 130 feet. When this
bridge was completed ready for traffic, and just
before the removal of the temporary one, I was
waited upon by several leading citizens of Lon-
don, who enquired if I had absolute confidence
in the stability of the bridge to carry the
heavy traffic that the improved condition of
the road would bring upon it. They thought it
too light and slender. Fortunately, batteries of
royal artillery were quartered in London. I
asked the commanding officer to take them
across the bridge to test its strength. He re-
plied, 'Yes, if you will agree to stand under it.'
The batteries crossed the bridge at a walk, then
at a trot, without disturbing the camber. That
settled confidence in the bridge. The intro-
duction of plank and macadam roads gave rise
to a desire for better means of communication,
and their construction gave such striking evi-
dence of great saving of time by the ability to carry
heavier loads more rapidly, with reduced wear
and tear of horses and vehicles, hence with greater
economy of carriage. This practical beneficial
evidence pioneered the way to the construction
of railways, towards which counties, cities,
towns and towns voted subsidies in the form
of bonds to aid in the cost of building them.
After 1841 and 1842 there was a rapid develop-
ment throughout Canada of large enterprises
undertaken by the Government and private
organizations. The first plank road of the
Welland Canal to 9 feet of water on the miter
sills was commenced in 1842. The earliest rail-
way in Canada, the Lachine and St. Johns, was
built in 1826. The Montreal and Quebec Rail-
way was opened and worked with imported
English equipment in 1837. The St. Lawrence
and Atlantic Railway (now Grand Trunk) of
which I was chief engineer, was opened for
traffic to St. Hyacinthe in 1849. The first deepening
of a straight channel in Lake St. Peter, upon
the route of the Montreal and Quebec, was
General McNeill and Captain Child, of the Uni-
ted States engineers, was begun in 1850. The
Bytown and Prescott Railway, known as the St.
Lawrence and Ottawa, now part of the Canadian
Pacific Railway, was commenced in 1851, and in
the same year the Northern Railway from
Toronto to Owen Sound, as was also about the

same time the Great Western Railway, from the
Niagara River to Windsor (now Grand Trunk).
Canada has now in operation within her
borders no less than 13,000 miles of railways, re-
presenting a capital of \$727,180,448.

Another reason why I did not bring it
before the House last year was the fact
that the Government had recently placed
a steamer called the Stanley on the route
between Prince Edward Island and the
Mainland. Last year was her first year,
and last season was one of the finest winters
in fifty that we have had in Prince Edward
Island—in fact, any steamer could last sea-
son have performed the service between the
Island and the Mainland; but I was
satisfied that

NO STEAMER COULD PERFORM THAT SERVICE
EVERY WINTER,

and felt certain that when we had one of
our ordinary winters in Prince Edward
Island it would be placed beyond doubt
that the opinion entertained is correct. I
have no doubt that the hon. gentlemen
are impressed with the idea that the ser-
vice is performed and that there is no dis-
satisfaction in Prince Edward Island on
that ground. The steamer is no doubt a
good one—in fact, in my judgment too
good for the service in which she is. To
put the house in possession of the view
held by the people of Prince Edward
Island on that particular point as a settle-
ment of the question of winter navigation
and the fitness of that boat to perform the
work, I shall read an extract from a paper
published in the interests of the Govern-
ment in Prince Edward Island. On the
5th of February last, the Government
paper at Charlottetown says:

"We publish to-day two letters from Ottawa.
One was written on the 24th January; the other
on the 25th. Both came to hand together last
evening. How the contrast to afford continuous
communication for mails and passengers between
this Province and the mainland is being per-
formed may be judged by the officials and legis-
lators at Ottawa from this fact. Hundreds of
merchants and thousands of men and women of
all sorts and conditions in this country have re-
ceived their letters after the same slow and irreg-
ular process as THE EXAMINER. In a time of
comparatively fine weather it has taken the in-
habitants of Prince Edward Island just about as
long to hear from their business relations and
their friends in Canada as it has taken the in-
habitants of the rest of Canada to hear from Great
Britain and Europe. Persons who live in other
parts of Canada can hardly be expected to grapple
actively with this question. We have no doubt
that members of the Government fully imagine
that by providing the Stanley they have solved
the difficulty."

This is the view entertained by the Govern-
ment newspaper there. But the Govern-
ment of Prince Edward Island have,
from time to time, memorialized the Govern-
ment at Ottawa with regard to the facts.
When the terms of Confederation were
made, two of the gentlemen, one of whom
has now a seat in this House, who nego-
ciated those terms, made it one of the con-
ditions precedent that we should have
daily communication for our mails and
passengers between the Island and the
mainland throughout the year. It will be
in the recollection of hon. gentlemen that
Prince Edward Island did not come into
the Confederation with Nova Scotia and
New Brunswick, and the other provinces,
at the time of the Union. It came in
some five or six years afterwards, and
several overtures were made to the people
of Prince Edward Island with regard to
their entrance into the Confederation. Two
of the terms which enticed our people were
the settlement of the land question—a
great deal—and winter communication with
the neighboring Provinces. We were told at
that time that the Provinces were to be all
connected together by the building of the
Intercolonial Railway, and when we stated
that we did not see how we could have any
communication with that railway, we were
told that ways and means would be provided
us, that we would have communication
with the mainland, and in order that no
misunderstanding might exist about those
terms, the words adopted were:

"Efficient steam service for the conveyance
of mails and passengers to be established and
maintained between the Island and the Dominion,
winter and summer, thus placing the Island in
continuous communication with the Intercolonial
Railway and the railway system of the Do-
minion."

These were the terms. Seventeen or eight-
teen years have intervened since then, and
from time to time the government of Prince
Edward have memorialized the government
at Ottawa with regard to the difficult po-
sition in which they were placed. I do not
know that I could possibly express in lan-
guage of my own the matter so clearly and
satisfactorily as it set out in the memorial
which I hold in my hand.

TWO MEMORIALS
came from the Government of Prince Ed-
ward Island to Ottawa. The first was pre-
vious to the unpleasantness that we had in
the Northwest, and while that was going on
a memorial was sent by the Government
stating that until this trouble in the North-
west was put down they did not want any
consideration of our case. Time and again
these memorials have been sent to Ottawa,
without result, and, finally, getting no satis-
faction, the Legislature, by a joint memorial,
commissioned the Prince Edward Island
Government to proceed to the foot of the
Throne, which they did. I will read some
extracts from the memorials. The first
memorial is dated in 1883. It said:

"Cut off, as they always were, for nearly five
months of the year from all communication with
the mainland, except by a most uncertain and
dangerous route, a promise of continuous com-
munication with the Intercolonial Railway and
the railways of the Dominion was indeed a strong
inducement to them to surrender their self-gov-
ernment and unite with Canada. They naturally
expected that, within a reasonable time they
would possess uninterrupted communication, at
all seasons of the year, with the rest of Canada
and of the world—that they would enjoy equal
facilities for intercourse with the other Provinces
as those Provinces enjoy between themselves,
and would participate in all the benefits arising
from the Intercolonial Railway and other public
works upon the mainland, from which they had
previously been debarred for a great portion of
the year.
The inconveniences and loss which they have
suffered in consequence of the failure of this
Federal Government to provide them with the
efficient communication promised are incalculable,
while the disappointment to their expecta-
tions has not tended to enhance, in their opin-
ion, the value of a connection with the Dom-
inion, but, on the contrary, has awakened a feeling
of discontent which, though a matter of regret,
is not unnatural under the circumstances.
Were it only the transport of freight and mer-
chandise that was stopped during the winter sea-
son, they would have good reason to complain of
being precluded from the benefits of the Inter-

colonial and other railways which their more
fortunate neighbors on the mainland enjoy; but
their complaint, as well, is that in direct violation
of the compact upon which they entered the Con-
federation, no efficient and continuous means of
steam communication have been provided,
whereby mails and passengers can be trans-
ported to the mainland. The derangement of
business consequent upon the irregularity of
the mail service, which, for ten days at times,
no communication whatsoever is had with the
rest of Canada, exercises a most prej-
udicial effect upon their interests. The
hardships of traveling, which only the strong
and robust are able to endure, and the dangers
attendant upon the present mode, are other dis-
advantages from which they suffer most acutely."
(To be Continued.)

Notes from Georgetown.

The royal salute was fired by the Militia
Co., under command of Captain Owen on
Saturday. The Boys Band played the
National Anthem in admirable style and
treated the public to some lively selections.
A few flags flew to the breeze. Otherwise
the 24th seemed as usual.

The appointment of Mr. Nicholson to the
head of the Education Department caused
a little surprise. He is young and inex-
perienced in business affairs. However,
his career as a student has been good and
we wish him success. It is an encourage-
ment to our young Islanders to know that
the choicest gifts of the country are at the
command of her studious young men.

Mr. Acorn, clerk for some years with
Messrs. McDonald & Westaway, leaves for
a Charlottetown store. He will be missed.
His successor, Mr. Ham McLeod, who hails
from Uigg, is already a favorite among
customers—especially the fairer ones.

Wild primroses grow near the town and
are now very beautiful. Are these flowers
not rare on the Island? It would be nice
if the deceiver of this place, a personage
often met with, who instead of praising its
natural beauties and having an encouraging
word for its prudent business men and in-
dustrious artificers, in mocking style speaks
of "a finished town," "large squares,"
etc., would change his tune and observe
the bright side of things here, or, alas,
must it be said:

"The primrose by the river's brim
A yellow primrose is to him,
And it is nothing more."

If the Sufferers from Consumption,

Scrofula and General Debility will try Scott's
Emulsion of Cod Liver Oil, with Hypophos-
phites, they will find immediate relief and a
permanent benefit. Dr. H. V. Mott, Brent-
wood, Cal., writes: "I have used Scott's
Emulsion with great advantage in cases of
Phthisis, Scrofula and Wasting Diseases. It
is very palatable." Sold by Druggists, at
50 c. and \$1.00.

I took Cold,
I took Sick,
I TOOK
**SCOTT'S
EMULSION**
RESULT:
I take My Meals,
I take My Rest,
AND I AM VIGOROUS ENOUGH TO TAKE
ANYTHING I CAN LAY MY HANDS ON;
getting fit too, for Scott's
Emulsion of Pure Cod Liver Oil
and Hypophosphites of Lime and
Soda NOT ONLY CURED MY In-
cipient Consumption BUT BUILT
ME UP, AND IS NOW PUTTING
FLESH ON MY BONES
AT THE RATE OF A POUND A DAY. I
TAKE IT JUST AS EASILY AS I DO MILK."
Scott's Emulsion is put up only in Salmon
color wrappers. Sold by all Druggists at
50c. and \$1.00.
SCOTT & BOWNE, Belleville.

B. S. DAVIES & CO. Merchant Tailors.

WE HAVE A LARGE STOCK OF WOOLENS, in Suits,
Overcoatings and Trousers, suitable for Spring
and Summer wear, at the lowest possible prices for Cash.
MR. McDONALD, for the past six years (previous to com-
ing with us) of Boston, where he acquired a thorough know-
ledge of his business, has charge of our Tailoring Department.
As a Cutter of correct styles of Garments, Mr. McDonald has no
superior in the Lower Provinces. He has given our customers
the very best satisfaction. Men who care to dress well can
make no mistake in giving us a call.

Three Cases CHRISTY'S BEST LONDON HATS just opened.
MEN'S FINE NECKWEAR, DRESS SHIRTS and UNDER-
WEAR; Lot of BOYS' SUITS low to clear.

B. S. DAVIES & CO.,
CAMERON BLOCK.

CAMPBELL'S SKREI BRAND OF Cod Liver Oil.

THIS IS THE FINEST COD LIVER OIL EVER BROUGHT OUT. Cod Liver
Oil usually has such a disagreeable taste, and is to many so difficult of digestion,
that its excellent nutritive and medicinal qualities are not experienced. The Skrei Oil
is free from these objections, being beautifully clear, pale and bright, almost tasteless,
and readily assimilated by children and the most delicate invalids. Sold by
W. R. WATSON, Dispensing Chemist,
QUEEN STREET, CHARLOTTETOWN.