

THE DAILY EXAMINER

FEBRUARY 22, 1899.

THE CONSERVATIVE RECORD.

In the course of his great speech at Clinton, Ontario, Sir Charles Tupper, taking up the challenge of the Globe newspaper, proceeded to point to the claims of the Liberal-Conservative party upon the people of Canada. He referred to the historical fact, that, after the union of 1867, the Government led by Sir John A. Macdonald had rounded up the borders of the Dominion by taking in British Columbia and Prince Edward Island and the great North-West Territory. So long as the Conservatives were in power, till 1873, the country had great prosperity. The Liberals then came in. At that time the industries of the United States, fostered by a protective tariff began to make Canada a slaughter market, and to crowd out the industries established here. The Government were implored by men of both parties to give protection to the industries so attacked.

"You will find," said Sir Charles, "by reference to Hansard the remarkable confession, made in a moment of weakness no doubt, but not the less true, by Sir Richard Cartwright, who was the Finance Minister of that day, in which he said that the Government had made up their minds to do what we were begging them to do—to raise the duties in order to prevent Canada being made a slaughter market, and to give employment to Canadian people. But what happened? One of their friends in the Maritime Provinces came up with a free trade brigade, and he told Sir Richard Cartwright that if the Government brought down that increased tariff for the purpose of protecting Canadian industries that contingent would walk across to the other side of the House and leave the Government in the minority. The Government did then what they always do, they hold office on any terms, and under any circumstances. (Cheers.) They abandoned their principles, and although they had their tariff printed and had already determined upon an increase of duty, they abandoned it and tore it up; they sat upon the Ministerial benches and let Canada go to ruin. That was the position while the Liberals retained the Government, and I say a more deplorable condition of things never was presented in the history of Canada."

In 1878 the Conservatives again came in. When in opposition the Conservatives had promised the people, if elected, to bring forward a policy calculated to protect and to build up the interests of Canada, to raise duties in so far as necessary to enable the work for Canadian people to be done by Canadian hands on the Canadian soil. "The people took us at our word, and they sent us back in 1878 by a large majority. Did we then turn our backs on pledges we had made? Did we sacrifice trade, honesty and honour, and having obtained power at the hands of the people upon one profession, turn around and carry out an entirely different principle? No, our opponents themselves admit we carried out our word to the letter, and adopted such a protective policy as we declared we would. The result of our policy was that Canada was lifted out of the slough of despond in which we found it when we came into power, and was raised into a position in which every Canadian might justly be proud. Our opponents told us that by raising the tariff we would get less revenue and would not have the means of meeting public contingencies of the country."

Sir Charles then referred to the construction of the Canada Pacific Railway in spite of the Liberals.

"We were told by our croaking Liberal opponents. 'You will ruin the country. You will put such a burden of debt and obligation in carrying out that great work upon the country as will prevent capital from ever being obtained in the money markets of the world for any object in Canada, however important, upon any terms.' The result proved again that they were false prophets, and that they knew as little about the general principles of finance as they did about the ordinary construction of the tariff. When this great transcontinental highway was completed I went to London as Finance Minister, and placed upon the market the first 3 per cent. loan that was ever placed by any British province upon that market, and at the highest rate that had ever been secured, showing that we had made no mistake in our policy, and that instead of lowering and depressing the credit of Canada, the course we had adopted had had the very opposite result."

"I am sorry to say, notwithstanding the marvellous prosperity which exists in Canada today, that when I left London on the 4th of July last, the 3 per cent. of Canada, which when we went out of office were selling freely at 106, a premium of 6 per cent. were down to par. I give you that as an instance of the wonderful financial skill of the present Administration."

Sir Charles challenged the Liberals to show, at this moment one jot or tittle that they have contributed to the greatness or prosperity of Canada, as it exists today.

"You may say it is proud and extravagant, an extreme boast," continued Sir Charles, "but I am here tonight to claim that you cannot lay your finger on a single Act upon the statute

book of Canada, or upon a great public enterprise of a national character, you cannot point to anything that has contributed to make Canada a great, important and influential nation, you cannot name one single act that it is not in my power to claim as the result of the efforts of the Liberal Conservative party. (Cheers.) I challenge our opponents to put their fingers upon one single thing they have done to make Canada a nation, to put their fingers upon one single iota of policy or anything else, to point to one single Act upon the statute books showing that this country owes them the slightest gratitude in return for anything they have accomplished.

NOTES AND COMMENTS.

The Conservatives have gained largely in West Huron, and will probably elect their candidate at the next opportunity, in spite of Tarte's device.

The latest date that we have from St. John today (Feb 22) is Feb. 18; the latest from Truro, Feb. 17. Surely the Patriot will admit that something remains to be done in respect to the carriage of our mails!

What we want is an arrangement under which our mails will come and go right along as fast—well almost as fast—as any in the country. We don't want a two-mile-an-hour arrangement under any conditions of the weather! We don't want our letters and papers to come to hand four days late.

The Patriot attacked Mr. Dillon because he omitted to state that there had been a storm—though most of us were aware of that fact. Mr. Dillon has written a squelcher in reply, in which he points out that on the Wednesday after the storm the train ran down to Tormentine in two and a-half hours. At the same time the poor horses heavily loaded with our mails were laboring along at the rate of perhaps two miles an hour, perhaps less. Mr. Dillon concludes that "if the mail service was never more satisfactory than it is at the present, there is still great room for improvement."

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Prof. J. W. Robertson

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Professor - Macoun.
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And will hold meetings as follows:
Monday, 27th Feb.—At Rostico Bank at 12:30; Bra' Albane Hall at 7.
Tuesday, 28th Feb.—Kensington Hall, at 2; Summerside at 7.
Wednesday, March 1.—O'Leary Hall at 2; Alberton at 7.
Thursday, March 2.—St. Peter's at 2; Souris at 7.
Friday, March 3.—Charlottetown in Kindergarten Hall, at 2; also at a meeting of the Dairy Associations of the Province, specially called at Ch'town at 7, in the same place—same evening.
Saturday, March 4.—Eldon Hall at 12:30; Murray Harbor South at 7:30.
It is particularly requested, as there are two meetings to be held each day, that all meetings shall be held on sharp time.

The Inland Navigation Company
(LIMITED)

The Annual General Meeting of The Inland Navigation Company, (Limited) will be held in the room, (up stairs) in Mr. John McEachern's building, corner of Queen and King Streets, on Thursday, the 28th inst., at three o'clock p. m.

L. C. OWEN,
Secretary
Ch'town, 4th Feb'y, 1899
29—2am, mon, wed, fri.

NATURAL HISTORY SOCIETY.

(Continued from First page)

was that these two valleys had been filled with ice up to the summit of Citadel Hill, which taking into account the depth of the harbor, would give a depth of ice of 300 feet at least; but when we take into consideration that the grinding force indicated on the top of the hill was equal to that indicated below, there must have been several hundred feet of ice above that again, and consequently six or seven hundred feet or perhaps one thousand feet was the depth of the glacier at this point. But observations made elsewhere show that glaciers, as they travelled down the mountain sides, gradually got thinner, and might be only one-third their original depth when they reached the sea. Originally the icebergs that floated across the site of Prince Edward Island might have been only 300 feet thick or less, and the depth of water about the same.

Two years after my first journey to the west end of the island, I made another journey in that direction and went as far as the North Cape, where I stayed some three weeks at a fishing stage about a mile from the cape on the east side. I was making some surveys in the surrounding country, but when I was not so engaged I spent the time shooting along the coast. During one of these shooting expeditions I walked from the east side of the cape to the west side along the cliffs as far as the low brush then growing in that direction would let me. Just at this point, about 30 feet from the edge of the cliff, I came upon a long ridge of clean gravel about a foot high or less, which was running almost parallel to the edge of the cliff into the bush. How far it went in that direction I could not see, but it at once gave me the impression of a sea beach, where the gravel and shingle had been piled up by the surf. The cliff was about sixty feet high and the ancient beach showed an elevation of the land to that extent. Consequently we have now indications that the land at first underwent an upheaval of perhaps three hundred feet from the bottom of the sea, and afterwards a further upheaval of sixty feet.

Now I shall describe several facts that I have observed that go to show that the last movement of the land in Prince Edward Island has been a subsidence. In 1872, I was employed on the survey of the Prince Edward Island railway and when making the survey of the Souris branch we crossed the mouth of the Marie River which falls into St. Peter's Bay. It is a shallow inlet of the sea where it enters the bay, about 25 or 30 feet wide and only a small stream further up. Where we crossed there was less than two feet of water, and apparently a hard sandy bottom. An iron bar was obtained and driven into the sand to see if there was rock underneath the sand. Suddenly the bar almost disappeared. On taking it out we found it had gone into soft mud. We procured a longer bar, but found no bottom to the mud. Finally, on procuring a still longer bar we found over thirty feet of mud. This clearly showed that the original bed of the stream had been excavated by the running water at least 30 feet below its present level. But the level of the sea was now thirty odd feet above this, and under the present conditions the river could not possibly excavate its bed much below the level of the sea. The only explanation there is is that the land has sunk at least 36 feet, and during the process, the gully, 30 feet deep, formerly excavated by the stream, had gradually filled up with mud. The Morell River gave the same evidence of a subsidence of the land in former ages. When the railway embankment was being built where the line crossed the river, earth and stone were dumped from each side into the stream, but for a long time no apparent progress was made. All the earth and stone seemed to disappear into the mud. At last a bank of mud rose up on each side of the place where the earth and stone disappeared, to a height of some feet above the water, and this continued to increase and spread out until the material thrown in had found hard bottom, and then the embankment was easily completed. I believe more than 40 feet of mud was found here by actual sounding. The same thing was found at the bridge crossing Fullerton's marsh, in Lot 48, when building the abutment a few years ago. A rod 30 feet long found no hard bottom in the centre of the stream which is perfectly dry when the tide is only half out. I believe the same experience will be met with at all similar places all round the Island. One rather singular proof of this I found at Cove head about twelve years ago. I was staying, at that time, at Point Pleasant for a few weeks during the summer. Mr. McMillan the proprietor of the hotel I was staying at, had a boat in which I used to sail about the bay, and sometimes out to sea. One day I was sailing on the bay when the tide was low, and suddenly I found I was aground in the middle of the bay. I was forced to get out of the boat to try and push her into deeper water. To my surprise when I got out I found myself standing on old sod, and after a great deal of effort I pushed the boat off into a narrow channel, which seemed to me to have been once the channel of a stream. The next year I stayed at Mr. John Leitch's farm, which is situated at the head of the bay. There, one day, his son went down to the shore and at some distance below high water mark began to shovel the sand off a space about 8 feet square. After digging down about a foot and a half or two feet he came upon some dark looking stuff, which appeared to be half mud and half sod. He threw this out, and it was hauled away to the barn yard. It appeared to be much the same kind of material all through, and was about 6 feet deep. Near the bottom some old sticks were found. Here was evidently the remains of an old marsh, similar to those now existing at Fullerton's Marsh, Johnston's River, Pisiquid River, the flat of Hillsborough, and other places, but with this difference,

that instead of having its upper surface on a level or slightly above high water mark, it was a foot or two below low water mark. This was clear evidence of a depression. The old sod out in the bay and the marsh mud under the sand were evidently part of the same original marsh which had sunk some four feet down from its original height. And moreover, this sinking must have been very sudden, geologically speaking; for had it sunk say only one quarter inch a year, the marsh would have grown sufficiently to keep its head above water as it were. But it went down so suddenly that the marsh reeds and grasses were drowned by the sea, and now the marsh lies beneath the waves. That this took place a long time ago, and that the land has remained stationary at its present level for a great many years, is proved by the Indian arrow heads that I found along the present high-water mark just below McMillan's house inside the point, and also Leitch's shore where the marsh-mud was dug from beneath the sand. These places were evidently the sites of Indian encampments, and had been occupied for a long time.

A further corroboration of the gradual lowering of the general level of the island can be found in the formation of the bottom of the straits between Cape Traverse and Cape Tormentine. The profile or plan of the soundings, taken a few years ago, across the straits at that point, shows a sudden dip down in the centre, exactly similar to the profile shown by the levels of a railway line crossing a stream on land. A person used to seeing profiles of railway lines would say at once that the depression in the centre of Northumberland Straits was formerly the bed of a stream. There is some seventy feet of water there now, so that the subsidence of the land must have been at least 70 feet, probably 100 feet.

This is all I shall say about the elevation or depression of the land in Prince Edward Island. But now I want to call your attention to another fact which may be due to natural causes or may be due entirely to human agency. Running round some of the ponds or lakes on the island, and also round some of the creeks is a bank two or three feet high and ten or twenty feet from the edge of the water. I have only seen one, and that was 25 years ago.

When the railway line was being surveyed to Georgetown two or three different lines were run for the purpose of ascertaining the best location. The first line ran about a mile north of Keefe's Lake in Lot 49. One Sunday afternoon, I took a walk in that direction and was much struck with the beauty of the little lake, so much so, that I made a sketch of it at the time, showing at the same time the bank running round the edge of it. About three-quarters of the lake was surrounded by woods, which ran down to the edge of the bank. The remaining portion was bordered by open fields. Along the front of this portion ran a bank about 20 feet from the water and between 2 and 3 feet high. The farmer on whose farm I was had cut through the bank and made a roadway to the edge of the water. I could follow the bank with my eye easily in the cleared part of the land. On the wooded side the bank ran into the bushes. I followed it for some distance and observed that the woods belonged to a second growth, the original forest having been cut down. The bank appeared to considerably higher and more clearly defined in the woods than in the open fields. On the side of the bank next to the land a distinct ditch could be seen, and in one place the stump of a large pine stood right on the top of the bank, with the roots growing down each side of it, clearly showing that when the pine first started growing, perhaps two hundred years ago, the bank was then in existence. To me the bank seemed of artificial origin, and was perhaps constructed by Indians for the purpose of enabling them to approach the wild fowl near enough to shoot them with their bows and arrows. I have seen it suggested somewhere that those banks had been forced up by the action of the ice. But I saw no evidence of that, and I think my explanation comes nearer the mark.

Interesting discussion followed, in which Senator Macdonald, Prof. Shaw, Dr. Beer, Principal Landrigan, Messrs. Charles Palmer, John McSwain, Percy Pope, W. L. Cotton took part. A hearty vote of thanks was tendered Mr. May.

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