

THE PROGRESS OF CANADA.

Sir John Macdonald Firm in His Saddle.

SIR HENRY TYLER'S VIEWS.

A representative of the Financial Times, of London, "interviewed" Sir Henry Tyler, President of the Grand Trunk Railway, a few days ago.

"How long, Sir Henry, have you been going over the Great Trunk line?" Well, I made my first report on it in 1867. Well, a special development and growth have you seen in Canada during that time?

Well, it is advancing continually. Starting from Montreal and going West what do you specially note? Look at the cities, how enormously they have increased. Toronto is growing very fast, and is going to be one of the finest cities in the country.

And the whole of these local roads are gradually creating good business for themselves? They are all improving. Outside the two big systems—the Grand Trunk and Canadian Pacific—are they still giving charters for new lines?

They are always subsidizing and building new lines. May not that be overdone? Not yet. It is often our interest to take up these new lines. It is very much a matter of politics granting new charters.

Here are two great systems—the Grand Trunk and the Canadian Pacific—fully developed, and if left alone to grow, there would soon be plenty of traffic for both of them; but if this policy of building and paralleling everything is to continue, no Canadian railway can ever hope to pay well?

Well, you see, they have pretty well duplicated everything we have got now. But most of the new schemes are for branch lines. There are schemes in all directions for them. But the tendency is always to over-build, is it not?

Well I cannot call that over-building; when the Canadian Pacific built a line parallel to ours, that was over-building. If you like, I do not call it over-building, however. Where you are going through a new piece of country there you are benefiting the country and developing its resources. You must, therefore distinguish between lines made for the purpose of competing with existing lines, and those built for the honest purpose of opening up country.

The Grand Trunk would always be prepared to build its own feeders, I suppose? Well, it would rather somebody else do it, and get subsidies for them.

You do not regard that as against your interest? On the contrary, the more the country is developed the better for us. We are very happy to take these companies up and develop them. We are glad to see them.

Then, altogether, you have brought back very good impressions from your last visit? Very good, except in the matter of rates; railway profits are always a question of rates. The cutting that exists is consequent upon the Canadian Pacific having got to Detroit. That company immediately made contracts with the dressed beef butchers for a minimum of 20 cents and a maximum of 45 cents; formerly we used to get 60 and 65 cents. It was upon that that Lake Shore knocked the rates down.

Is there any other special point about Canada worth mentioning? No; the country is developing and always improving. I suppose the National Policy is still decidedly in the ascendant?

Oh, yes, Sir John Macdonald is firm in the saddle.

Sad Drowning Accident.

PARTICULARS OF THE DEATH OF CHARLES McDONALD, OF GEORGETOWN, WHO WAS WASHED OVERBOARD AT SEA ON THE 8TH MAY LAST.

A few days ago, a letter was received from Andrew Colwell, Captain of the bark Hamburg, by Mr. Lemuel McDonald brother of the deceased, which gives details of the drowning accident, of which our readers have already been advised. The deceased was also a brother of Conductor John McDonald, of the P. E. Island Railway, and well-known in nautical circles. The Hamburg left New York in February for Yokohama, Japan. The Captain writes:

"As to the details of your brother's death, it seems as if it was ordered so to be. On the day of the accident it was blowing a heavy gale, and had been for two days. I was on deck all the night before. I told him at noon, while at dinner, that I was going to have a lay down, and asked him to stay about the wheel and watch the steering. Well, he stayed aft until between two and three o'clock. He then left the poop and went on the main deck, and called one of the seamen and told him to go on the top of the forward house and get a piece of rope. He wanted to put another lash on a spar that was there, and while he stood waiting for the man to come back, a very heavy sea came and swept the poor fellow overboard. Had your brother been standing any place else the sea would not have taken him over. I do not think that he ever got his head above water, as he had on a heavy oil coat and long-legged rubber boots. It was impossible to save him in such weather. The vessel was going very fast, and in a very few minutes he was a long distance astern. I often think of his mother and the rest of his relatives on P. E. Island. It is hard for us to understand why such things are. When exposed to the dangers of the ocean, there is no knowing the moment we are carried into eternity."

Major Barttelot's brother writes to the London Times that Stanley, instead of meeting the charge that he was responsible for the disasters which befell the rear guard, shifts ground to make horrible charges against the officers. Nobody who knew the major would believe the charges against him. He says the facility for producing difficulty in the way of those disproving such charges against the dead must be remembered. Major Barttelot's father, addressing the electors of West Sussex Tuesday, declared that his son and Jameson were still alive the charges against them would never have been made. He was confident that every Englishman would agree with him that the charges must be sifted to the bottom.

Our Exhibition and Driving Park

ANNUAL MEETING OF THE ASSOCIATION—ELECTION OF DIRECTORS.

THE annual general meeting of the Charlottetown Driving Park and Provincial Exhibition Association was held in the Philharmonic Hall last evening. There was a large attendance of shareholders.

The President, Benj. Rogers, Esq., called the meeting to order at eight o'clock, and the Secretary, A. B. Warburton, Esq., read the annual report.

The report showed that the Exhibition had been a success. Owing to the large expenditure incurred in erecting the exhibition and other buildings, the Directors deemed it advisable to apply all their profits to meeting the over-expenditure, and no dividends are, in consequence, declared. The exhibition and race receipts amounted to \$4,658 93. This sum does not include the Government grant of \$2,000, or the fees from the horse races and exhibits, which would be about \$600 more. The receipts from other sources, such as the renting of the grounds to the Caledonian and Orage societies, the training of horses, etc., would amount to about \$500. The amount paid in exhibition prizes was \$2,467 75. The prizes offered amounted to \$3,250; but some of the classes did not fill. The judges of live stock and fruit came from Ontario and Nova Scotia. This new departure increased the expenses to the tune of \$200. The directors considered this course so satisfactory to the public that they deemed the money well spent and recommend that the same course be pursued in the future. The sum of \$1050 was awarded for prizes at the races. The expenses in connection with the Exhibition, were necessarily very large,—considerably over \$2,000. The net profits on the year's business would amount to about the same sum, which amount was absorbed by the expenditure on exhibition buildings. The shareholders did not expect to pay a dividend, as the undertaking was entered into more for the public benefit than that of the subscribers.

After the adoption of the report, the meeting proceeded to the election of directors for the ensuing year. When the ballots were counted, it was found that Messrs. Rogers, Blake, Gardiner, Fitzgerald, Ferguson, F. L. Hazard and William Brown had received a majority of the votes; and they, therefore, constitute the board of directors for the next twelve months.

After some discussion and the transaction of some other business, the meeting adjourned.

Shipments from Cardigan Bridge.

The following cargoes have been loaded at Cardigan Bridge this fall:

Sch Carmina, for Newfoundland, with 412 bush potatoes, 2,300 bush oats, 32 head of cattle, 70 sheep, and a lot of poultry.

Sch Albert Sam, for Newfoundland, with 418 bush potatoes, 28 bush turnips.

Sch Golden Seal, for Halifax, with 700 bush potatoes, 174 bush turnips, 1000 bush oats.

Sch G H B, for Cape Breton, with 1060 bush potatoes, 140 bush turnips, 300 bush oats.

Sch Coral Reef, for Yarmouth, with 2832 bush potatoes, 126 bush turnips, 150 bush oats.

Sch Cardigan, for Pictou, with 1058 bush potatoes. All shipped by James E. McDonald, Esq.

Sch W P Luke, for Newfoundland, with 713 bush potatoes, 62 bush turnips 50 bush oats.

Sch Wolf, for Halifax, with 1100 bush potatoes, 203 bush oats, 213 bush turnips.

Sch Guardian Angel, for Spry Bay, N. S., with 11 bush potatoes, 250 bush oats, 200 bush turnips.

Sch Alexander, for Newfoundland, with 1400 bush potatoes and 350 bush turnips.

Sch Senora, for Halifax, with 2,500 bush potatoes, 1,000 bush oats and 400 bush turnips.

Sch Mattie B, for Spry Bay, N. S., with 1,200 bush potatoes and 200 bush oats.

Sch Good Intent, for Hawkesbury, with 700 bush potatoes and 200 bush turnips.

Sch Harriet, for Halifax, with 2,000 bush potatoes and 300 bush turnips.

Sch J W Geldert, for Boston, with 4,100 bush potatoes, all shipped by D. C. Morson & Co.

Sch Dielytris, for Cape Breton, with 1,000 bush potatoes and 1,700 bush oats.

Sch Ormatas, for Boston, with 3,700 bush potatoes, shipped by H. F. Bissett.

Sch Olive J, for Port Mulgrave, with 500 bush potatoes.

Sch Hyena, for Cape Breton, with 650 bush potatoes.

Sch May Power, for Newfoundland, with 1,400 bush potatoes and 200 bush turnips.

Sch Quickstep, for Liverpool, N. S., with 1,200 bush potatoes and 150 bush turnips.

Sch Otto for Halifax with 3,500 bush potatoes, 143 bush turnips; schr Charles Frederick, Canso, with 1050 bush potatoes, 120 bush turnips, 119 bush oats, 2,150 lbs pork. Shipped by Jas. F. Norton & Co.

James E. McDonald's new vessel, launched some time ago, has not yet been floated at Cardigan; but it is expected that the present spring tides will take her off. This handsomely modelled ship, of 285 tons has been named the Caspian, and is to load with potatoes for the American market.

Captain Sencabaugh's brigantine has arrived from Georgetown to load potatoes for Macdonald and Westaway.

Hon. D. Gordon's new schooner is expected up this week and the Carmina is due from Newfoundland.

These large sized vessels, along with the seven or eight schooners now loading, will clear up a good deal of the surplus in this vicinity. G. F. O. Cardigan Bridge, Nov. 14, 1890.

The shifts resorted to by a majority in the City Council to keep from the W. C. T. U. money which they have earned out of the fund held by the Council for the purposes of the Canada Temperance Act, are discreditable. The money ought to be paid over at once.

—Over-speculation and over-investment abroad; a foolish adherence to the gold standard by the leading commercial nations of Europe, and incompetent railroad management in the United States, together with criminal and stupid legislation relative to economic affairs, are having their logical effects, are given as the causes of the financial panic in New York.

An Auspicious Event.

A gentleman writing to THE EXAMINER on the 13th inst., remarks:—

"It may be of interest to your Montague correspondent of the 11th to know that the accident which happened to one of their enterprising citizens did not in any way interfere with the negotiations pending towards a matrimonial alliance." One of the pleasantest occasions that could possibly take place was the marriage of George A. Thompson, of Montague, and Frances Anna Townshend on the evening of the 12th inst., when, in the presence of a large party of invited guests, they were joined in holy matrimony. Mr. Thompson is one of our most enterprising young men, proving to others the fact that to succeed in the things of this world it is not necessary to go to the "Far West," but by pluck, energy and caution a man may be successful anywhere; and as he is now joined in wedlock to one of the most estimable of young ladies, we augur for him a still greater degree of prosperity.

We extend to Mr. and Mrs. Thompson our most hearty congratulations, and hope that peace, happiness and prosperity may follow them throughout the journey of life.

News Notes.

The Duke of Eife has sent General Booth one hundred pounds and a letter expressing sympathy with his scheme.

The United States Government estimates that the United States will have 116,000,000 bushels of wheat this year for export.

The London Lancet is of the opinion that the world is on the verge of a revolution in therapeutics, and that the science of bacteriology will soon be placed on a practical basis by the experiments which Professor Koch is now making in Berlin.

The Prince of Wales has written to General Booth, of the Salvation Army, saying that he has read his book, "In Darkest England and the Way Out," with deep interest, approving of his plan of reformation and promising to subscribe to the fund.

The richest man in the world, if he lives to inherit his patrimony, will be the young Viscount Belgrave, grandson of the Duke of Westminster. By the time he attains his majority it is estimated that his income will be between \$10,000 and \$20,000 a day.

It is reported that the Duchess of Marlborough, who is now in America, has been sued for debts contracted in England, and that judgments have been obtained against her, and that three of these judgments, aggregating nearly \$700,000, are filed in the New York County Clerk's office awaiting satisfaction.

A precocious little rascal was noticed on Jefferson avenue, in Detroit, the other day making his best endeavor to ring a door bell just beyond his reach. A well-known minister happened along, and with the impulses of a good Samaritan, wanted to help the boy. "Like to ring that bell, sonny?" "Yes, sir; but I can't reach it." The divine stepped to the veranda and gave the bell a vigorous pull as he patted the interesting juvenile on the head. "Now run like the devil," shouted the boy as he shot down the street at top speed. All the man could do was to laugh at this deplorable bit of worldliness and make explanation when the call was answered.

Valuable Collection

—OF—

BOOKS!

I AM instructed to sell by Auction, at my Sales Room, 106 Queen Street,

On Wednesday, 19th November,

AT 11 O'CLOCK, A. M.,

the Library of the late Rev. Frederick Smallwood, consisting of

Volumes of Littell's Living Age, Penny Cyclopaedia, 29 vols., Scott's Bible, Hume's History of England, History of the World, Rollin's Ancient History, and others.

The Books will be on inspection at my Rooms till day of sale.

I will also offer one Walnut Bedroom Set, marble top, Lounges, Bed Lounges, Students' Chairs, etc., all new; Bell Organ, in good order. Also, a lot of Glassware and other articles.

CHARLES I. MORRISON, nov14 Auctioneer.

APPLES, HERRING AND TEA.

Saturday, at Half-past 10 o'clock.

25 BARRELS CHOICE APPLES, 30 " Good Cooking Apples, 10 half chests Tea, 10 half bbls Extra Prime Herring, all for positive sale.

E. H. NORTON & CO., nov14-11 Auctioneers.

LYCEUM, CHARLOTTETOWN.

THURSDAY EVENING, NOV. 20th.

Boston Comedy Company,

H. PRICE WEBBER, Manager.

Supporting the Favorite Actress,

EDWINA GREY,

Will Appear as Above.

OPENING BILL:

Leah, the Forsaken.

Admission, 25 cents. Reserved Seats, 35 cents. Tickets for sale at the usual places. Doors open at 7.15. Overture at 8 o'clock. nov14

OUR SPECIALTY.

Black Dress Goods.

Weight, Finish, Fineness and Wear-Resisting Qualities.

BEER BROS.

OUR SPECIALTY.

Linen Goods!

Tablings, Napkins, Tray Cloths, Towels, Towels, Towelings, Glass Cloths—Very Superior Value.

BEER BROS.

OUR SPECIALTY.

FUR GOODS!

Astrakan Jackets, Capes, Muffs, Caps, Storm Collars, Gauntlets, Fur-Lined Cloaks.

BEER BROS.

OUR SPECIALTY.

BLACKSILKS,

UNSURPASSED FOR Elegance and Durability.

BEER BROS.

NEW BOOKS!

JUST RECEIVED:—A Full Line of ANNIE S. SWAN'S WORKS, said to be superior to the Pansy Books.

Those who have the Elsie Series should get the Mildred, a continuation of Elsie. We have a large stock of late works by the following good authors:—Edna Lyall, Chas. Kingsley, R. M. Ballentine, W. H. G. Kingston and Louis Rousselet.

Purses, Pocket Books and Card Cases.

We keep a full line of STATIONERY at lowest prices. PRINTING and BOOKBINDING in all branches. Get our prices and see our work in this line before you place your order.

HASZARD & MOORE,

Charlottetown, Nov. 11, 1890—dy eod BROWN'S BLOCK.

Look Here!

BEFORE ORDERING YOUR FALL SUIT, OVERCOAT or ULSTER, call and examine our immense stock of NEW CLOTHS, in

Tweed and Worsted Suitings, Beavers, Meltons, Naps, Friezes, etc.

A full line of Latest Designs and Patterns of TROUSERS. Our stock excels in quality and variety any thing we have heretofore shown.

We offer you the Largest Assortment of Cloths in the City to select from. Call and see them.

JOHN McLEOD & CO.,

ROGERS' BUILDING, UPPER QUEEN STREET. Charlottetown, Sept. 26, 1890.

FIRE INSURANCE.

Union Assurance Society

OF LONDON, G. B.

Instituted A. D. 1714, in the Reign of Queen Anne.

ASSETS OVER ELEVEN MILLIONS.

The undersigned having been appointed General Agent of the above Company for P. E. Island, is prepared to accept risks at current rates.

FRED. W. HYNDMAN, Ch'town, Nov. 12, 1890—1m 21w GENERAL AGENT.

GENERAL HARDWARE!

Barb Wire Fencing, Bar Iron, Cut Nails, Roofing Material, Builders' and Painters' Supplies, Carriage Goods, Wholesale and Retail.

NORTON & FENNELL.

Charlottetown, May 20, 1890—1y 2aw wky

THIS MONTH.

GREAT BARGAINS

WILL BE GIVEN AT

James Paton & Co's.

WE CAN ONLY MENTION a few of the EXTRAORDINARY BARGAINS,—to advertise all would require an eight-page newspaper.

A Wonderful Lot of Ladies' Winter Jackets, only \$1.

We have made Enormous Purchases of LADIES' JACKETS, ULSTERS and WATERPROOFS.

OUR SALES INCREASE, and with the huge collection of Bargains that we offer this month we expect to make the sales larger than ever.

We Offer Very Exceptional Value

DRESS GOODS

See Our Wonderful 16 Cent Cheviots!

WEDDING DRESSES

—WITH—

A Good Match

NEW TRIMMINGS.

An Extraordinary Lot of DRESS GOODS, one yard and a half wide, only 26 cents per yard.

Stylish Millinery.

HATS and BONNETS of the most becoming description made up by experts of long experience.

Paton & Co's. Fur Goods

Cheapest in the City.

ASTRAKAN JACKETS, MUFFS, BOAS and CAPES; GOAT and other ROBES, the Cheapest in the City; extra value in FUR CAPS.

We have made an Enormous Purchase of FUR GOODS, and in order to make speedy sales have marked them very low.

Marvellous Bargains.

we are in a position to give our Customers FIRST-RATE VALUE FOR THEIR MONEY.

JAMES PATON & CO.,

MARKET SQUARE. Ch'town, Oct. 17, 1890.

Mortgage Sale.

To be sold by Public Auction, on FRIDAY, the Twelfth day of December, A. D. 1890, at the hour of Twelve o'clock, noon, at the Court House in Summerside, in Prince County, under a power of sale contained in an Indenture of Mortgage dated the Twenty-seventh day of August, A. D. 1888, and made between Jacob Howatt, of the one part, and Arthur Milligan of the other part:—

ALL the estate and interest of said Arthur Milligan, under said Mortgage, and also to that piece of land situate in Summerside aforesaid, bounded as follows:—Commencing at a stake set in the north side of Water Street, west boundary of land leased to Malcolm McDonald; thence westerly along Water Street forty feet, and from those two points running parallel lines one hundred feet north-westerly, with the buildings thereon and appurtenances thereto belonging.

Dated this Eleventh day of November, A. D. 1890.

For further particulars apply to J. E. WYATT, Barrister-at-Law, Summerside.

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