

THE DAILY EXAMINER.

JANUARY 6, 1888.

The Mails.

The dispatch of mails and passengers between this Province and the mainland is more unsatisfactory now than it has been for many years.

It will necessarily be unsatisfactory until the Government have completed their contract to afford "efficient steam service" for that purpose, "thus placing the island in continuous communication with the Intercolonial Railway and the Railway system of the Dominion."

But the Government can and must—while making surveys and carrying on investigations with a view to the completion of their contract—afford the most efficient service that can possibly be given. This is what the people of Prince Edward Island demand; and everyone will admit that their demand is reasonable and just.

But the service has lately been so very inefficient that the mails were not received at all on many days in which the summer steamers made round trips between Pictou and Charlottetown, and that, during the past two weeks, twenty-four hours and upwards have been occupied in carrying every mail between Pictou and the General Post Office in Charlottetown.

Now that the passage of the Northern Light is impeded by ice, and round trips can no longer be made, the delay will necessarily be very much greater, the dissatisfaction very much worse,—unless the mails are at once sent by way of the Capes, and a special train engaged to run with them.

As to the Capes route we have, to-day, the following telegrams:

"CAPE TRAVERSE, Jan. 6.
"The ice in Gulf looks fine—large level fields of it."

"CAPE TORMENTINE, Jan. 6.
"Gulf full of ice off here. Splendid crossing on this side."

There is certainly no reason in nature why the mails should not at once be sent by way of the Capes.

But the Postmaster General objects to the cost of a special train. Here is his telegraphic correspondence with the Charlottetown Board of Trade:

CHARLOTTETOWN, Dec. 20, 1887.

"The Honorable Postmaster General, Ottawa:

"Postmaster here having no authority to employ special trains to deliver Northern Light's mail, causes serious inconvenience to business. The Charlottetown Board of Trade respectfully urge that arrangements be at once made to obviate this. No outside mails received since Saturday last."

"L. CARVELL,
"President.

CHARLOTTETOWN, Dec. 31, 1887.

"The Honorable Postmaster General, Ottawa:

"Kindly wire reply to our telegraphic message of last Wednesday."

"THE CHARLOTTETOWN BOARD OF TRADE."

"OTTAWA, Jan. 3.

"Board of Trade:—

"Matter submitted to Council. The expense, about seven thousand, considered too great, besides giving precedent to Western Canada, to demand special from Quebec for English mails."

"A. W. McLELAN."

Here we have the questions of "cost" and "precedent" operating to deprive us of that efficient steam service which the Government is bound, in honor and duty, as well as by written agreement, to perform.

What is the cost? Hon. A. W. McLelan says it is "about seven thousand dollars," which is the charge against the Post Office Department. We have good authority for the statement that the actual cost of the special train is not a third of seven thousand dollars. The balance will go to the profit of the railway. That is to say, the Government will, if they employ the train, take out of one pocket seven thousand dollars to pay for it and put into the other nearly five thousand dollars as profit on its employment; and will be out of pocket only about two thousand dollars!

We like to hear of "economical administration." It is a good thing to have an economical government. But the economy which, to save about two thousand dollars a year, deprives a whole Province of efficient service in the carriage of its mails, and restrains the Government from doing that which they are bound to do, is meanness and dishonesty. Further, to haggle about the railway charges, when the receipts of the railway go into the Government exchequer, is folly of the most puerile and ridiculous kind.

But our Postmaster-General says that a "precedent will be afforded for Ontario and the North-west." What nonsense! The cases of Ontario and the North-west are widely different. Ontario and the North-west are in the heart of the Continent, and have trains passing through them continuously every day. Consequently, the mails for Ontario need never be delayed more than a few hours. Moreover, the railways of Ontario are owned by companies; and no part of the amounts paid them for specials would come back to the Government. Here the railway belongs to the Government; and the real expense incurred by the Government in running a special train is just the cost of the coal and oil which the train will consume while running, and the fractional addition to wear and tear which will take place on account of it. Unlike Ontario,

this Island is not on the route of travel. At this season of the year it is difficult of access, and cannot always be reached at a certain hour; so that it is impossible to run the trains in such a way as to connect closely with the steamer at Georgetown or the ice boats at Cape Traverse. The mails will arrive at Cape Traverse sometimes in the forenoon, sometimes in the afternoon; and if there is to be efficient mail service, under present conditions, there must, of necessity, be a special mail train.

The Postmaster General says the matter has been referred to the Government. We refuse to believe that the Government have given it any consideration. We refuse to believe that they would, for the sake of about two thousand dollars a year—or even seven thousand dollars—prove recreant to their duty, which is to afford to this Province efficient mail service in winter as well as in summer. We might expect a scurvy trader, with a greater love for money than for justice and honesty, to break his contract for such a cause, but—not the Government of Canada.

We call the attention of Sir John Macdonald himself to this grievance of Prince Edward Island, in the confident hope that it will, as soon as possible, be removed.

What the Province now wants, is simply such dispatch as is compatible with the existing means of communication, viz.: a special train to connect with the iceboats at Cape Traverse, and postal clerks on the train so that the mails may be ready for delivery as soon as possible after arrival at the general post office in Charlottetown.

—Lord Stanley, of Preston, authorizes the statement that he knew nothing of the report that he had been offered or accepted the Governor-Generalship of Canada until he saw the same in the newspapers.

—In the course of the discussion raised by the affirmation that Mr. G. A. Storey, A. R. A., hit off one kind of public opinion on the matter when he waggishly wrote:—

"Perhaps Bacon wrote 'Shakespeare,'
"And Shakespeare wrote 'Bacon,'
"When they both were so drunk
"That each was mistaken."

—At the Boston dinner, one representative American was found to favor Commercial Union. This was Mr. Hitt, of Illinois. Mr. Hitt said:—

"We in the West would like you, manufacturers of New England, to have access to that great market of Canada. With a reciprocity treaty, or better still, commercial union, you will have the preference over English, French or German goods; and in two years time after it is adopted, goods from Yankee manufacturers will be in every retail store from Montreal to Victoria."

Mr. Hitt failed to "take in" the Maritime Provinces. But this would, of course, in his opinion, give their trade to the "Yankee manufacturers," instead of the home manufacturers.

Collar Bone Broken.

We regret to learn that Richard Heartz, Esq., met with an accident yesterday afternoon which will probably confine him to his house for some days to come. It appears that he, accompanied by his servant man, had gone to his farm at Strawberry Point, a short distance from the city, for a load of hay. After loading up they started homeward, coming by way of the ice which was very slippery. The servant drove the horse which was somewhat wild, and Mr. Heartz sat behind. The ice being unusually slippery and the horse wild, the sleigh jolted and "slewed" about considerably. In one of those "slews" Mr. Heartz was thrown from top of the load to the ice. As the servant's attention was taken up with the horse he did not notice his masters, fall, nor was he aware that anything unusual had happened until he had proceeded some considerable distance, when, on turning around, he was surprised to see that Mr. Heartz had disappeared. He immediately turned about, and after proceeding some distance found Mr. Heartz lying on the ice unconscious. To throw off the hay and place the injured man on the sleigh, was but the work of a few minutes. While being placed on the sleigh Mr. Heartz regained consciousness. He was removed to his residence, and Dr. Taylor, who was at once summoned, found that the right collar bone was broken. After the setting of the fractured bone the injured gentleman felt much relieved. He is now doing as well as can be expected under the circumstances.

I. O. O. F.

THE officers of Wilsey Lodge, No. 27, for the present term were installed into their respective chairs last evening by Theo L. Chappelle, D. D. G. M. in the following order:—

- N. G.—John Macnevin.
- V. G.—R. Douglas Coffin.
- R. S.—George Waller.
- P. S.—J. Dollar Taylor.
- Treas.—A. Donald White.
- Warden.—G. A. Sharp.
- Conductor.—Wm. G. Gillespie.
- Ch.—Richard Maynard.
- L. G.—G. A. Dixon.
- O. G.—Frank Harper.
- R. S. N. G.—Jas. R. McKie.
- L. S. N. G.—W. R. Borehart.
- R. S. V. G.—Wm. L. Taylor.
- L. S. V. G.—Geo. Frank Beer.
- R. S. S.—G. M. Harris.
- L. S. S.—Albert H. Hale.
- Organist.—W. A. Hawley.
- Marshal.—Ronald Macdonald.

WOOD FOR VIOLINS.—It is contended that the Canadian balsam pine is the best wood for making violins. Mr. H. Lemcke, the German-American author, recently in Montreal, has stated that only very lately Prof. Schradick, from Leipzig, has met with unprecedented success with violins built from the Canadian balsam pine. These violins, although quite new, possess an excellent tone, similar to that produced by the old Italian makers. Lemcke has lately communicated these facts to the Grand Duke of Mecklenburg-Schwerin, under whose patronage since the first of October of this year a German school for manufacturing violins has been established, and it is most probable that at an early date an export of this excellent wood will take place.

Improvements in the City.

A BRIEF REVIEW OF THE NEW BUILDINGS ERECTED AND OTHER IMPROVEMENTS MADE IN THE CITY DURING THE PAST SUMMER.

DURING the past summer there have been a good many new buildings erected in the city; and several old dwelling houses and stores have been so added to and improved that they might easily be mistaken for new structures by one unacquainted with their history. Below will be found a review of the new houses erected, and the improvements made in stores and dwellings, etc., during the past summer. The list does not include the Davies Hotel, the Fish Market, and some other structures we have noticed in previous issues, and there is also a possibility that, in the hurry of compilation, we have overlooked some new buildings:—

THE NEW CITY BUILDING.

This splendid structure, the corner stone of which was laid on the 1st July last, is rapidly approaching completion. It is situated on the corner of Queen and Kent Streets. The front on Queen Street measures 61 feet, and that on Kent Street 64 feet. The main part of the building will be 44 feet high, with mansard roof, slated. The flat or deck part will be covered with pitch and gravel. On the south-east corner there will be a tower 80 feet high, and standing out two feet from the main line of the building. On the top of this tower will be a simple pyramidal roof, slated and finished with flint. This tower will have a clear height inside of 66 feet, and will be fitted up for drying hops. In this tower there will also be a belfry 52 feet high from the ground, and two fire-proof vaults fitted up with the best burglar-proof iron doors. The engine room, which is to be on the ground floor, will be 60 by 36 feet 6 inches, with ceiling 15 feet 6 inches high. At the rear or west end of the engine room will be the horse stable, with stalls for six horses. This stable will be ventilated by means of registers and flues placed in the stalls at the top and bottom. A hay loft, 60 feet long, 16 feet wide and 10 feet high, will be over the horse stable, and connected therewith. Rising or sliding doors, worked automatically, will be placed at the head of each horse, so that at an alarm of fire a bolt can be drawn, and all the doors raised at once, if necessary, and the horses allowed to walk into the engine room to be harnessed up, etc. In connection with the engine room there will also be a workroom and a bedroom. From the centre of the Kent Street front will be the main entrance to the courtrooms and offices on the second floor, also the police station, marshal's office, etc., and the basement. The police station will be on the left of the main entrance, and will have a street entrance of its own as well as the inner entrance. The room will be 16 by 18 feet, with 12 foot ceiling, and a stairway leading to the cells in the basement. On the right hand side of the main entrance will be the marshal's office and a reserve cell for women. In the basement there will be a large coal cellar, furnace room, fireman's sitting room, and four large and well lighted cells and one dark one. The floors of the cells and corridors in the police department will be concrete and the cell doors made of round bar iron one inch apart which, it is thought, will give good ventilation. The second floors will be reached by means of a large staircase from the main entrance hall, and will land in a hall running north and south 40 feet long and 10 feet wide. On the right of said hall and with the entrance therefrom, will be the Council Chambers, Stipendiary Magistrate's Court Room and the City Clerk's office, with fireproof vaults in connection. The Chambers are both lighted from Queen Street and are each 36 feet long by 22 feet wide, and will have a flat wooden ceiling. In the rear, and on the left hand side of the hall will be the Stipendiary Magistrate's Clerk's Office, the Water Commissioners Office, and also the Mayor's Office. Messrs. Phillips & Chappell are the architects and Mr. William Fraser the contractor. The foreman of the mason work is Mr. Philip Coyle, and the foreman of the carpenter work Mr. Edward Parkman, both of this city. The work throughout is being well done and reflects great credit on all concerned.

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NORTON & FENNEL,

the enterprising hardware merchants, have celebrated the new year by moving into new and more commodious quarters. They can now be found in their new premises on Queen Street, the building lately occupied by Messrs. Dorsey & Goff. The building is 80 by 30 feet, and is four stories high, with basement. The interior arrangements are splendid, while the large plate glass front, recently put in, gives the firm a splendid opportunity of displaying their mammoth stock, as well as adds much to the general appearance of the store. On the second floor, we understand, they intend fitting up a reception room for the benefit of their patrons in the line of carriage builders supplies. This room will be comfortably furnished, and here their patrons will be allowed to meet and discuss and answer correspondence, etc., or transact any other business. This is a new departure, and one which will no doubt be duly appreciated. A large new iron house has also been erected in the rear of the premises.

R. McMILLAN'S

coal business has increased to such an extent during the past few years that last summer he was obliged to make extensive improvements in his premises (formerly the Duncan property). He has built a large extension to his wharf, dredged the dock, and removed his mammoth coal shed from its former position on Beer's wharf, to the head of the new extension. Inside this shed he has erected a double railway track, by means of which he is enabled to convey carloads of coal directly from the vessel to any part of the shed, which is 115 feet in length. These cars are propelled by hand and run out on a swinging stage, which hangs over the deck of the vessel discharging. This improvement enables Mr. McMillan to unload vessels with great rapidity and at a much less expenditure of muscle and money than under the old system.

J. B. MACDONALD

has found it necessary in order to meet the demands of his largely increasing business to make extensive improvements and alterations in his dry goods store on Queen Street. He

has had the ceilings raised some three or four feet, and all newly plastered upstairs and down, and has had new shelves and counters put in. He has also had a large new plate glass front put in which adds much to the appearance of his well stocked store. Phillips & Chappell architects; J. W. Cox, builder.

JAMES PATON

has erected a comfortable brick dwelling on Upper Prince Street. It is two stories high with pitch roof. The inside is finished in ash. It is fitted with plumbing apparatus such as baths with hot and cold water, wash basins and sinks, etc., and is furnished with electric bells. It is heated by hot water and grates, and is lighted by gas. Phillips & Chappell are the architects and Lowe Bros. the contractors. The heating apparatus was put in by A. White & Sons, and the gas fittings by A. Hernans & Son.

W. M. COPPIN'S

shop and dwelling house on the corner of Grafton and Hillsborough Streets is one of the handsomest and best built houses erected during the past summer. It is two stories high with pitch roof and contains twelve rooms, exclusive of shop and ware-rooms. It is heated throughout by hot water. The architects were Messrs. Phillips & Chappell, and the builder Mr. John Evans. The heating apparatus was put in by Messrs. McKinnon & McLean.

S. W. CRABBE'S

new warehouse on Great George Street is built of brick and stone with parapet or fire-proof walls on the three sides, and is as near as possible a fire-proof building. It is two stories high with a good and well-lighted basement. Messrs Phillips & Chappell are the architects and Mr. J. W. Cox the contractor.

D. FARQUHARSON

has made extensive improvements in his property on the corner of Water and Prince Streets. He has raised the ceiling of the shop, and put in new windows, counters and shelves. The dwelling house, which contains eleven rooms has also been thoroughly renovated both inside and outside.

A. N. LARGE'S

new dwelling house on Upper Queen Street is almost completed. It is a pitch-roof building two stories high with attic. It has two tenements of ten rooms each, and is well built throughout. Phillips & Chappell are the architects and H. Rackem the contractor.

HENRY SMITH'S

house on the corner of Grafton and Weymouth Streets, is 30 by 21 feet, two stories high with pitch roof. It has a large addition and bay window, and contains eight rooms, besides halls, pantry and porch. Mr. Smith himself did most of the work in connection with its erection.

MRS. HENRY BEER

has during the past summer made considerable improvements to her dwelling house on Water Street. She has had the buildings made into tenements of ten rooms each, and has had new kitchens and hallways built. Phillips & Chappell were the architects.

GEORGE SCANTLEBURY'S

nice-looking store and dwelling on the corner of Prince and Dorchester Streets is two stories high with pitch roof, and contains twelve rooms, exclusive of shop and ware-rooms. Phillips & Chappell were the architects, and Angus Martin builder.

GEORGE TOOMBS'

nice-looking cottage is situate on Euston Street, and adjoins Mr. Warren's. It has a pitch roof and is one-and-a-half stories in height. The architects were Messrs. Phillips & Chappell, and the builder Mr. John Fennell.

THE WESLEYAN PARSONAGE,

on Upper Prince Street, is a pretty one-and-a-half story hip-roof structure containing ten rooms. Phillips & Chappell were the architects and Wm. Fraser builder.

C. E. WARREN

has erected a pretty little cottage on Euston Street. It is one-and-a-half story high with pitch roof. Phillips & Chappell, architects; Wm. Harper, builder.

JOHN TRAINOR'S

new house on Water Street is two stories high with pitch roof, and contains two tenements of seven rooms each. John Fennell, contractor.

1888.

New Goods for the New Year.

JUST RECEIVED:—

ROCKFORD

WATCHES

(Adjusted to Temperature).

Nickel Alarms,

Cases Dessert Knives and Forks,

Cases Fish Knives and Forks.

Sugar Spoons and Fruit Spoons,

in cases.

Child's Knife, Fork and Spoon

in cases.

EXPECTED THIS WEEK:

Another Lot of Gold Watches and

Trumpeter Clocks (a great

Novelty.)

One Cuckoo Clock on hand, offered

at a Bargain.

E. W. TAYLOR,

CAMERON BLOCK

Jan. 4, 1888—Yaw & Wky

HOME MANUFACTURES,

VERSUS

IMPORTED.

OUR New Factory is furnished with the most Modern Labor Saving Machines. We are now able to offer good, reliable home-made Furniture as cheap in price as any imported and guarantee the buyer

24 Per Cent Better Value for his Money

We invite careful comparison of Goods and Prices, and feel confident that our patrons save money by trading with us.

Large Stock! New Designs! Cut Prices!

MARK WRIGHT & CO.,

Manufacturers of House, Store, Office, Church and School Furniture.

UNDERTAKING.

Jan. 6, 1888.

It is not often really honest goods are offered at the prices we quote below. But the fact is we have a good many Dolmans, Ulsters, Jackets, Jerseys, Sacks and Redingotes remaining, although our sales in this department have been very large, and we are now offering all that remains at extraordinary low prices to turn them into cash, before stock-taking. Ulsters worth up to \$4, for \$2; \$8 for \$5; Jackets worth \$4.25 for \$3; worth \$7 for \$5, and our whole stock at equally low prices.

These prices are certainly remarkable, but there is no questioning them—we guarantee them genuine. Call and secure first choice.

BEER BROS.

Ch'town, Jan. 3, 1887.

STOCKTAKING.

Before Commencing Stocktaking,

J. B. MACDONALD

will clear out several lines of Goods at Great Bargains.

Ladies' Dolmans and Paletots, Ladies' Cloth Jackets, Ladies' Fur Capes and Boas, Ladies' Felt Hats, Ladies' Knit Underskirts.

These Goods must be Cleared. Bargains may be expected.

J. B. MACDONALD,

Ch'town, Jan. 4, 1888.—d & wky

JAMES PATON & CO.,

will continue to give Bona Fide Bargains in all kinds of DRY GOODS. Our reputation for selling the

Best Goods at the Lowest Prices

is well known throughout the Island. We think it needless to quote prices in the papers as they very often mislead the public. All we ask is when you are searching for good goods, at low prices, call on us.

During this month we have a number of rare Bargains to offer in

Dress Goods, Mantle and Ulster Cloths, Men's Overcoats, Ladies' Dolmans and Jackets, Fur Capes and Boas, and the Largest and Best Assortment of Carpets on the Island.

JAMES PATON & CO.,

Cash Stores Charlottetown and Summerside.

Jan. 4, 1888—dy wky