

THE EXAMINER.

VOL. 5.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, MONDAY, MAY 26, 1879.

NO. 4.

Cracked Corn and Bran.

FOR SALE LOW:
150 BAGS COARSE CORNMEAL,
130 " BRAN.
Owen Connolly & Co.
Ch'town, April 18, '78—6w 3aw

PAINTING, &C.

HOUSE and SIGN PAINTING, WHITE-
WASHING, PAPER HANGING, &c.,
at Moderate rates.

PARKER & POWER.
Corner Dorchester and Weymouth Sts.
Charlottetown, May 5, 1879—2w

FURNITURE REPAIRED

AND RE-PAINTED—Chairs Re-Caned—
Looking-Glass Frames Refitted, and all
kinds of Machine Work done with satisfaction
and promptness, at

JOHN NEWSON'S.
April 1, 1879—3m

IRON BEDSTEADS.

SINGLE & DOUBLE—Best kinds—Cheap.

JOHN NEWSON.
April 1, 1879—3m

UPHOLSTERY WORK.

MODERN STYLES—Best Finish—Cheap—
est—Promptly delivered.

JOHN NEWSON.
April 1, 1879—3m

Looking Glasses and Mirrors.

NEW STYLES—Cheap.

JOHN NEWSON.
April 1, 1879—3m

100 PARLOR & DRAWING-ROOM
SUITES, in raw Silk Poil, Silk Cota-
line, Silk Repp and Hair Cloth—Styles un-
rivalled—Stock large—Prices at cost.

150 BEDROOM or CHAMBER SUITES
—Every variety of design and price—
Never before so cheap.

JOHN NEWSON.
April 1, 1879—3m

FURNITURE.

LARGEST STOCK—Greatest Variety—
Best Quality—Cheapest in every grade.
Call and examine.

JOHN NEWSON.
April 1, 1879—3m

Bedding, Mattresses & Pillows

BEST MATERIAL—Hair, Flock, Excel-
sior, Straw.

JOHN NEWSON.
April 1, 1879—3m

Property for Sale.

THE BAPTIST CHURCH PROPERTY,
situate on Great George street, will shortly
be vacated, and is now offered for sale by
private contract.

Apply to either of the undersigned.

JOHN SCOTT, Kent st., Trustees.
JAMES DESBRISAY, {
April 14, 1879—eod ti

FLOUR. FLOUR.

IN STORE AND FOR SALE

60 BBL'S BAIN'S CHOICE,
100 " TROPICAL—Celebrated and
Choice Brands.

300 " BAKERS' CHOICE,
500 " EXTRA and SUPERFINE,
200 " Kilm Dried CORNMEAL.

Owen Connolly & Co.
Ch'town, April 18, '79—6w 3aw

NO. 68.

NEW BOOKS

JUST FROM LONDON.

HYMNS FOR ST. PAUL'S CHURCH,

HYMNS, ANCIENT AND MODERN,
(Also with Prayer Book in Morocco Case.)

METHODIST HYMNS

Reference and Gaelic Bibles,
Prayer Books, Tracts,
Church Services, Catechisms, etc.

Books, Cards, Papers for Sunday Schools,
Lett's Diaries.

A FEW SCHOOL BOOKS,

Can now be had at

68 GREAT GEORGE STREET

Opposite Lewis' Photograph Gallery.
Ch'town, April 26, 1879.

COMMERCIAL

Union Assurance Company,

OF LONDON, ENGLAND.

CAPITAL - - \$12,500,000.

INSURANCE effected against Fire on all
descriptions of Property throughout the
Island.

Low rates and PROMPT settlement of
losses.

HORACE HASZARD,
Agent for P. E. Island.

Ch'town, Dec. 20, 1878—

NEW GOODS

EX "PRINCE EDWARD,"

—AT—

Perkins AND Sterns.

—:—

Our Stock for this Season surpasses

anything we have yet shown, in

VALUE,

STYLE and

VARIETY!

And, notwithstanding the increased

duties, we can (with a few

exceptions) sell, at

LESS THAN OLD PRICES

Millinery,

Dress Goods,

Straw Hats &

Bonnets,

Lace Goods,

Silk Scarfs,

Grey & White Cottons,

PRINTED COTTONS,

CLOTHS

—AND—

TWEEDS

—AND—

EVERY NOVELTY

OF THE SEASON!

—AND—

Trimnings,

—AND—

EVERY NOVELTY

OF THE SEASON!

—AND—

Trimnings,

—AND—

EVERY NOVELTY

OF THE SEASON!

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Trimnings,

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OF THE SEASON!

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Trimnings,

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EVERY NOVELTY

OF THE SEASON!

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Trimnings,

—AND—

EVERY NOVELTY

OF THE SEASON!

—AND—

Trimnings,

—AND—

EVERY NOVELTY

THE PACIFIC RAILWAY.

AN INTERESTING SUMMARY OF THE LEADING

FEATURES OF DR. TUPPER'S SCHEME.

(From the Toronto Mail.)

Nothing can be more important than the
placing before the public the correct view
of the Pacific railway, its history as a
national work, and the relation to it of the
past and present Governments. The ex-
penditure of so much national money, the
disposal of so much national land, demands
the fullest consideration and requires the
fullest information.

First, British Columbia came into the
Confederation as a natural and a necessary
part of the scheme of confederating the
North American colonies and rearing a
broad bulwark of British power on this
northern continent. The Pacific railway
became by law, as it had become by national
desire, a portion of the scheme of Union,
as much a part of it as the Intercolonial
Railway. There were few voices raised in
protest against the propriety of building it.
All travellers had urged it; all explorers
had pointed out the possibility of it; all
engineers had assented to its feasibility.

The Government adopted the scheme; the
Parliament ratified it; the people accepted
it: both parties became pledged to it; and
the national faith was involved in the
undertaking. Secondly, the Government
of Sir John Macdonald proposed a plan by
which for \$3,000,000 and 50,000,000 acres
of land, in alternate blocks, the scheme
could be carried out by a private company.
Parliament adopted that plan. So con-
vinced were business men that it was
feasible, that two companies became rivals
for the contract for building it. The people
were convinced that the plan could be car-
ried out; and our neighbors on the other
side of the line saw with some dismay that
the Canadian railway would prove a for-
midable rival to their own great national
work. Thirdly, the Government of Mr.
McKenzie, on coming into power, altered
the scheme of the former Government, and
proposed to construct the road as a national
work, thus more completely involving the
country in the cost of the undertaking; and
so convinced was he that the railway was
likely to prove successful, that he gave as
one of his reasons for making it a Govern-
ment work that the country should have the
profit of it as a portion of its revenue. That
plan failed, or was not prosecuted with
success; and

OTHER PLANS FOLLOWED

in due order, more or less approaching the
first plan of Sir John Macdonald's Govern-
ment; but there also were not carried out
successfully, except so far as to enter into
certain contracts and construct certain dis-
connected sections of the line. Owing to
the plans of the late Government, so far as
they were carried out, the country is now
pledged to an expenditure of \$28,456,000,
as follows:—

Fort William to Selkirk,	\$18,000,000
Canada Central,	1,500,000
Georgian Bay Branch and land,	1,900,000
Pembina Branch,	1,750,000
Pacific Telegraph,	1,100,000
Rails in British Columbia,	345,000
Exploration and Surveys,	3,861,000
	\$28,456,000

Fourthly, it is to be confessed that this
expenditure, extravagant as some of it has
notoriously proved to be, has still had the
effect of aiding in the profitable and neces-
sary opening up of the fertile prairie regions
which are to be the fountains of future
prosperity, and to supply the motive powers
for the eventual completion of the work.
The prospects of completing the road to
British Columbia are all the greater for the
expenditure, though we may hold the
opinion that the same expenditure more
wisely made might have produced more
beneficial results. Fifthly, the plan of the
present Government reverts, as was said in
the Mail on the first appearance of the
resolutions, to the original plan of the Lib-
eral-Conservative Government of 1873. But

SEVERAL NECESSARY ALTERATIONS

have had to be made. Two may be men-
tioned:—

(a) The original proposition as to lands
gave 50,000,000 acres of land in alternate
blocks to the company building the road,
the Government reserving for its own dis-
posal the alternate sections of 50,000,000
acres more. The present plan, therefore,
does not increase the quantity of land; but
gives it all to the commissioners in trust
for the fulfilment of the purposes of Govern-
ment.

(b) The present plan proposes a diver-
gence, in view of the altered circumstances,
to the south of Lake Manitoba, as the best
means of making railway construction fol-
low the track and subserve the purposes of
colonization.

Sixthly, the present Government do not
make any rash promises of completing the
road at any time. The late Government
pledged themselves unconditionally to build
the 2,000 miles of road from Lake Superior
to the Pacific, by the year 1890; and al-
though Mr. Cartwright sets up a late claim
that such promise was made subject to the
proviso that the taxes were not to be in-
creased, this claim is not tenable for the
following reasons: (a) Lord Carnarvon cer-
tainly did not have that limitation in view;
(b) British Columbia did not consider the
arrangement; (c) Mr. Blake did not so in-
terpret the arrangement when he proposed
that that condition should be made a por-
tion of the Canadian legislation; (d) the

late Government themselves did not at any
time so consider it, since they so readily
pledged themselves to carry out the terms,
and greedily claimed them as the result of
their own system.

Seventhly,

AS TO THE ROUTE.

The route is still an unsettled question. It
is not true that the present Government
have adopted the Bute Inlet terminus. The
present Government have left that matter
open, pending the explorations in the Peace
and Pine river districts. The present
Government have not even repealed the
Order-in-Council of the late Government
by which the Burrard inlet terminus was
adopted. But it has been declared in the
resolutions of Dr. Tupper that the adoption
of the Burrard Inlet terminus was "prema-
ture." The points in favor of the Burrard
Inlet terminus are as follows: (a) It is 57
miles shorter on the Pacific mainland side;
from Bort Moody at Burrard Inlet to
Esquimalt or Victoria, being 57 miles short-
er than from Waddington Harbour at Bute
Inlet to the same points; (b) The gradients
on this route are easier, whatever may be
said as to the curvature; the points against
it are as follows: (a) That it involves the
passage of San Juan now belonging to the
Americans, and forming a formidable point
of concentration for them; (b) That it would
be very easy on this route for the Americans
to tap our line and transfer the trade of the
line in great part to Holmes' Harbour,
making that the practical Pacific terminus.
As Dr. Tupper pointed out, it would be a
most unfortunate thing for Canada, if as the
result of our national expense and national
aspirations, one terminus of our trans-con-
tinental railway system should be at
Holmes' Harbour and the other at Port-
land. Eighthly, so far as British Columbia
is concerned the length of 125 miles is pro-
posed to be built, construction to be begun
this season, as soon as the reports from the
Peace and Pine districts have been received
and the Government have made up their
minds definitely as to the terminus. And
in case Bute Inlet should after all be adopt-
ed, the Government will lose no time in ar-
ranging for construction, and the Depart-
ment is now engaged in preparing the
necessary data for contracts.

Ninthly, as to

THE LAND.

We have already pointed out that no more
land is appropriated now than was appro-
priated in 1873. The Government then
were convinced that there were 100,000,000
acres of good land in the North-West.
The surveys and examinations and reports
since that date have convinced them that
there are at least 180,000,000 acres of good
land, most of it the finest grain land in the
world. This land must be made available.
In order to render it available it must be
made valuable. It will become more val-
uable with each new influx of settlers. The
Government's plan of colonization railway
building will speedily bring about the de-
sired result. The Commissioners will be
men of honor and standing. The parties to
whom they sell must pay for their
lands, and then there is the money for
the road. The parties who purchase
cannot afford to hold much of their land
for speculative purposes. It is their
interest to settle the lands as quickly as
possible. And the moment the railway
is opened through and affords a market,
those who buy the land who can afford to
purchase it at even more than \$2 per acre.
All this nonsense about the Commissioners
being "lords of the soil" and Canadians
as their "serfs" provokes only a smile at
the foolish attempt to impose upon the
credulity of the people. The people have
too good a sense of humor to be deceived
by such atrocious nonsense.

Tenthly, as to

ENGLISH AID.

We assume that the Government would not
make such a proposition as that which has
been made for English aid by means of a
guarantee, without the best grounds for be-
lieving that the proposition would be en-
tertained in a friendly and helpful manner.
The security which Canada offers is cer-
tainly the best. She offers her 100,000,000
acres of magnificent land.

New Style of Butter Packing.

The Montreal Gazette says that one of the
Montreal exporting firms received late last
week a shipment of very choice Canadian
print butter neatly packed in the drawers
of a compact refrigerator case about 3½ feet
in length, 2½ feet in width, and 18 inches
deep. The drawers which contained the
prints were constructed so as to slide in and
out, over the ice, thereby protecting them
against the injurious effects of the hottest
weather. The shipper in the country and
the party receiving it have each a key to
lock and unlock the case. It is thought this
style of shipping butter will come into
general use during the hot weather. The
quality of the prints was really superb, and
the shipment was quickly distributed among
the lovers of the rosy product of the churn.

THE Chicago "cattle ring" has been
broken, and competing railroads are strug-
gling for the transportation of cattle, and
rates have been cut down from 20 to 14
cents per hundred pounds.

BRECHER baptized 28 infants on Sunday,
and in his sermon said the people were to
blame for anything objectionable in news-
papers, as the latter would not print mat-
ter that was questionable unless the people de-
manded it.

CARD.

L. J. WILLIAMS, formerly of the firm of
L. Williams & Crowley, Meridian Street,
Boston, and late CUTTER with Mr. C. E.
Robertson, begs leave to inform his friends and
the public that he has opened a

Custom Tailoring

ESTABLISHMENT,

AT 24 QUEEN STREET,

OPPOSITE THE ANGLO-AMERICAN TELE-
GRAPH OFFICE,

Where he is prepared to Cut, Trim, and
make Garments in the

LATEST FASHION,

AND AT

MODERATE PRICES.

Satisfaction Guaranteed.

Ch'town, May 13, 1879.—eod.

HOUSE TO LET.

ONE half of that double Tenement Brick
House on Upper Queen Street, con-
taining nine large rooms, (with or without
the stable,) at present occupied by F. L.
McNutt, Esq. Possession given about the
7th June next. Apply to

ALEXANDER HORNE.
Ch'town, May 14, 1879. 3tw.

WHAT, NEVER?

WELL, "hardly ever" do you see such
elaborate bargains in

Books,

Stationery, and

Fancy Goods,

AS DAILY READ AT THE

DIAMOND BOOKSTORE

85 North Side Queen Square.

THEO. L. CHAPPELLE.

P. S.—A few Children's Rubber "Pina-
fores," which may be seen by "our sisters, our
cousins, and our aunts."

Ch'town, May 13, 1879—eod

WENHAM'S

LIME JUICE SALINE,

OR HEALTH SALT,

ALLAYS SICKNESS and Irritation of the
Stomach; strengthens the stomach,
assists the appetite and improves digestion.

Sold at

APOTHECARIES' HALL,
Des Brisay's Corner,

Ch'town, May 9, '79—2w 3aw

APRIL 18th, 1879

SPRING REQUIREMENTS.

New Worsted Cloths,

NEW SCOTCH TWEEDS

—A PORTION OF OUR—

SPRING STOCK

received, which we are prepared to
make up in our

Custom Tailoring Department

—IN THE—

VERY BEST STYLES,

and at right figures.

BEER & SONS.

April 18, 1879.—3w

Canadian Seed Wheat!

100 BUSHELS Scotch Fife Wheat

—gave the very best satisfaction last
year.

FLOUR AND CORNMEAL,

Wholesale and Retail.

50 BBL'S. APPLES

expected in a few days.

B. BALDERSTON.
No. 11 Queen street, May 8—3w

HOUSEHOLD

Furniture Repaired.

Furniture Repainted.

Venetian Blinds Re-taped.

Venetian Blinds Repaired.

Carpets Cut and Laid.

Jobbing promptly attended to—
all at Low Charges.

JAMES M. BUTCHER.
April, 26 1879—pat

Perkins & Sterns.

Ch'town, May 8, 1879.