

# THE EXAMINER.

VOL. 6.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, TUESDAY, DECEMBER 2, 1879.

NO. 10.

**Hewson, McDougall & Seaman**  
**B**EG leave to acknowledge thanks to the public generally for the very liberal patronage extended to them since commencing business, and intimate that they have on hand a large and select stock of material for the manufacture of Sleighs, etc. They have recently received photos of all the latest prize sleighs of the Ottawa Exhibition. Parties requiring new sleighs would do well to call at their factory and examine before ordering elsewhere.  
 They keep on hand and make to order Top Buggies, Phaetons, the famous Dexter Spring Wagons, and carriages of every description. Repairing of all kinds done with neatness and despatch, and warranted to give satisfaction to those who favor them with a call, at prices to suit the times.  
 N. B.—Parties having their Sleighs repaired and painted would do well to leave them at once in order to have them in time for the first snow.  
 Wagons stored at moderate charges. Parties having their wagons repaired and painted in the spring will have them stored free of charge for the winter.  
 Ch'town, Oct 27th, 1879.

**BRITISH AMERICA**  
**Assurance Company.**  
**FIRE AND MARINE.**  
 Cash Capital & Assets, \$1,176,491.45.  
**INCORPORATED 1833.**  
**Head Office, - Toronto, Ont.**  
 Risks taken on all descriptions of Property at lowest rates.  
**PROMPT SETTLEMENT OF LOSSES.**  
**HORACE HASZARD, Agent.**  
 Office, South Side Queen Square.  
 July 10, 1879.

**QUEEN INSURANCE COY.**  
**OF ENGLAND.**  
**CAPITAL, . . TWO MILLIONS STERLING.**  
**I**NSURANCE effected on all kinds of Buildings, Merchandise and Produce. Also, on Vessels on the stocks.  
 Special rates for isolated residences.  
 Losses settled promptly.  
**GEORGE MACLEOD (Union Bank),**  
 Agent for Prince Edward Island  
 June, 1877—

**FARM TO LET.**  
**T**HE Farm and Brickyard in Lot 48, known as Brickmaker's Point, containing 50 acres. Apply to  
**W. H. STEWART,**  
 London House.  
 Nov. 14, '79. 3 wks, 2aw pat n 3i

**No. 35 Water St.,**  
**Charlottetown.**  
**Prince Edward Island Branch**  
**—OF THE—**  
**NORTH BRITISH & MERCANTILE**  
**FIRE AND LIFE.**  
**INSURANCE CO.**  
**Subscribed Capital, \$9,733,332.00**  
**Paid up Capital, - 1,216,666.00**  
**CHIEF OFFICES—Edinburgh, 64 Princess Street; London, 61 Threadneedle Street.**  
 Nine-Tenths of the Profits of the Life Assurance Business are divided every Five Years. The Tables of Rates are moderate.  
 Fire Insurances effected on nearly every description of Property, at the LOWEST RATES of Premium, corresponding to the nature of the risk.  
 Losses settled with promptitude and liberality.  
**G. W. DEBLOIS,**  
 General Agent.  
 Dec. 14.

**MAIL NOTICE.**  
**M**AILS for Great Britain will be closed at 10 o'clock, p. m., on **THURSDAY** in each week, to be forwarded via Pictou, for Canadian mail, steamers leaving Halifax every Saturday.  
 A mail will be closed on Friday, the 21st inst., at 10 p. m., for mail steamers leaving Halifax on Tuesday, the 25th, and supplementary matter will also be forwarded by **MONDAY** evening's boat for Pictou.  
 Mails to be forwarded via steamers to Pictou will be closed after the 22nd inst., on every **MONDAY, WEDNESDAY, FRIDAY, and SATURDAY,** at 5 o'clock a. m., until close of navigation.  
 Mails to be forwarded via Summerside and Shediac will be closed at 5.30 a. m.; also for Summerside direct at 5 p. m., and for Georgetown, Souris and places on those routes at 6 o'clock a. m., daily.  
 Post Office open from 8 a. m., till 9 p. m.  
**A. A. MACDONALD,**  
 Postmaster.  
 Post Office Charlottetown, }  
 Nov. 20th, 1879. }

## GENTLEMEN:

**WE HAVE ABOUT COMPLETED THE**  
**Most Choice Collection**

**SCOTCH TWEEDS,**  
 Canadian Tweeds,

West of England  
**CLOTHS,**

Overcoatings,  
 &c., &c., &c.,

**We have yet offered to the Public.**

**Manufactured on the Premises**

IN THE  
**LATEST STYLES**  
 And With Despatch.  
**BEER & SONS.**

Oct. 11, 1879.—tf

**RAISINS.**  
 100 boxes NEW LAYERS;  
 100 " VALENCIA,  
**CARVELL BROS.**  
 Nov. 20, 1879—2aw 2w

**In Stock and Daily Expected,**  
**The Largest Stock** ENVELOPES **The Best Qualities**  
**The Cheapest** ENVELOPES **The Nicest Assortment**

**OF ENVELOPES IN P. E. ISLAND,**  
 By Quarter, Half and whole Thousands.  
**G. HERBERT HASZARD,**  
 18 Queen Street  
 Nov. 13, 1879—1m

**BISCUITS!**  
**A NICE LOT OF PEEK FREEN'S**  
 celebrated English Biscuits at  
**BEER & GOFF'S.**  
 Nov. 1, 1879.

**BASKETS!**  
**NEW STOCK of over 500—cheapest**  
 lot yet, at  
**BEER & GOFF'S.**  
 Nov. 1, 1879.

**SALT! SALT!**  
**And Mackerel Barrels,**  
**FOR SALE.**  
**DAVID SMALL,**  
 Queen Street  
 Charlottetown, Oct. 13, 1879—tf

**1,000 lbs.**  
**MOIR & KEILER'S**  
 CELEBRATED

**Jams and Marmalade!**  
**M**ARMALADE 22 cents per lb., in bulk; a 7 lb. tin for \$1.35; 1 & 2 lb. tins in 25 cents per lb.; 1 lb. crocks, 28 cents.  
**JAM** 25 cents per lb. in bulk; 1 lb. crocks 28 cents.

**Strawbery, Raspbery, Black & Red**  
**Currant, Gooseberry, Green-**  
**gauge, Damson and Plum**  
**Jams, at**  
**BEER & GOFF'S.**  
 Nov. 1, 1879.

**Valuable Property for Sale.**  
**T**O BE SOLD, all that part of Town Lot No. 74, in the first hundred of Town Lots in Charlottetown; having a front of 67 feet, Dorchester Street, and running back 80 feet, together with the buildings thereon erected.  
 For further particulars apply to Messrs. HODGSON & McLEOD Charlottetown.  
 Sept. 18, 1879.

## PERKINS & STERNS

Invite the attention of buyers to their large, well assorted, and

**CHEAP STOCK,**  
 of the following goods:

MANTLE CLOTHS,  
 ULSTER CLOTHS,  
 TWEED SUITINGS,  
 WORSTED COATINGS,  
 WHITE FLANNELS,  
 SCARLET FLANNELS,  
 SHIRTING FLANNELS,  
 FRENCH TWILL FLANNELS.

## DRESS GOODS.

A large variety of the  
**Newest Materials,**  
 and Trimmings to suit.

Plain, Checked & Plaid  
**WINCEYS,**  
 of the best value.

**FUR MUFFS,**  
**COLLARS & TIES,**  
 in Seal, Mink, Astrachan, &c.,

**GREBE MUFFS,**  
**AND**  
**Grebe Trimmings.**

**KNIT WOOL GOODS,**  
 of every describing from a 5c.  
 pair Bootees to a "PEG WOFFING-  
 TON" combination Scarf & Hood.

**Black Silk Fringes,**  
 a very large variety good & cheap

**All of the above extra good value.**

**Perkins & Sterns.**  
 Ch'town, Nov. 4, 1879.

## Correspondence.

*We do not hold ourselves responsible for the statements or opinions of our correspondents.*

**The Northern Light and Winter Mail Service.**

To the Editor of the Examiner.

**DEAR SIR,**—Although the Island Press, with one or two exceptions, is remarkably reticent and very non-committal at present in regard to the proposed new arrangements in our winter mail service, I presume that editors are anxious to see all parts of the Island treated fairly and are not disposed to allow one section of the country to be wronged—especially when the general welfare of the public is not advanced—in order to gratify the whims and crochets of any man or body of men.

According to the terms of the original contract, the P. E. Island Steam Navigation Company was bound to run a boat between Georgetown and Pictou. On the 1st of June, 1876, the Postmaster General, acting, no doubt, under the advice of one more interested in the Company than the county he represented, agreed to substitute for the service between Georgetown and Pictou, a service between Charlottetown and Pictou. Since then, Georgetown has been deprived of its rightful share of steamboat accommodation. This injustice to King's County was in some degree condoned by the services of the winter steamer. The *Northern Light*, after a certain amount of unaccountable maneuvering in Charlottetown Harbor, was placed on the Georgetown and Pictou route; and, notwithstanding any amount of adverse criticism and unreasonable grumbling—while under the control of Capt. Sewell—performed her work well. At first, such epithets as "fraud," "failure," etc., were freely used in describing some of her first attempts at crossing the Straits. The public was led to believe that she was nothing more or less than an expensive, worthless experiment, planned and constructed by some mad-cap or other of Point Levi, near Quebec. On the verge of being utterly and hopelessly condemned, the *Northern Light* was placed under the command of Capt. Sewell, her builder—the man who, better than any one else, knew her capabilities. What was the result? Nearly every individual on board, it is said, officers as well as men, were prejudiced against and jealous at Capt. Sewell taking charge. The utmost magnanimity did not prevail on board. Still, in the face of many difficulties and disadvantages, he succeeded in successfully crossing the Straits and continued to do so with such wonderful regularity that people began to look upon the feasibility of crossing the Straits, for the greater part of the winter months, as settled beyond doubt. Then the former captain was again re-instated, and then followed another winter of our discontent.

Of late, however, confidence in the strength and capability of the *Northern Light*, even under her present management, has been gaining ground. Last winter, as is well known, was an unusually cold and stormy one. Nevertheless, the *Northern Light* did well, and it is confidently believed that if she had not been sent on that "wild goose chase" to Pugwash, or Amherst, or some other outlandish place to become disabled, she could and would have plied regularly on her old route between Georgetown and Pictou, during the entire winter.

But whatever difference of opinion may be entertained as to the suitability of the *Northern Light* for the old route, no apology can be offered for the utter folly of sending her to the Capes this winter as contemplated by the Minister of Marine and Fisheries.

From Carlton Point on this Island to Jouriman's Island, on the Mainland, is about 6½ nautical miles. A reef about 1½ mile in length runs out from the latter place. The depth of water in that distance ranges from six to sixteen fathoms. The tides of the Gulf meet between Capes Traverse and Tormentine so that at the turning of the tides the ice is almost always literally packed. Capt. Irving in his letter says: "Northeasters have always been against her (the *Northern Light*) on the Georgetown and Pictou route, but with these winds we think she will keep up the crossing here." Does Capt. Irving sincerely believe in such a statement? I doubt it, as he is too intelligent and practical a man to be easily deceived. Fancy a steamer drawing about 21 feet of water in the middle of a narrow strait—with no sea room—tide running eight or ten knots an hour—no pier or landing place on either side of the Strait, and no railway connection for a distance of forty miles on the mainland and ten miles on the Island side. Surely our prospects for carriage of freight and passengers to and from the mainland during the coming winter are bright, indeed!

It is to be hoped that common sense and public interests may not be altogether ignored in the proposed new arrangements for the winter service, and that the decision of the Minister of Marine and Fisheries to send the winter steamer to the Capes, may be reconsidered. If the *Northern Light* cannot run all winter on the old route, let her run as late in the fall and as early in the spring as practicable. The ordinary winter boats could take her place as usual at the Capes during midwinter.

In the meantime let me suggest the propriety of at once putting the *Northern Light* on in place of the *Albert*, recently wrecked

at the Magdalens. I see no reason why Captain Finlayson should receive a large yearly salary unless he is employed all the year round.

I remain, yours, etc.,

King's.  
 Dec. 1, 1879.  
 (Island papers favorable please copy.)

**Letter from Mr. Newbery on the Cattle Trade.**

**SIR,**—The following paragraph appeared in the *Montreal Herald* of the 26th inst., under the head of telegrams, from Ottawa:

"It is stated that Government intends to appoint a practical official to wait on farmers throughout the country and to urge on them the benefits to be derived in raising cattle for export."

This, if carried out, would be of great benefit to this Island, where heretofore very little attention has been paid by our farmers to raising and feeding cattle for export.

With the improved Short Horn and Durham breeds lately introduced into the Island by the Stock Farm Commissioners and some of our enterprising farmers, and the ample natural facilities we have for stock raising, this Island ought to export annually a large quantity of horses, cattle, sheep and pigs to the United Kingdom.

As our root and hay crops are abundant this year, and farmers have no means of disposing of their surplus potatoes to advantage, it would seem to be a most opportune time for them to turn their attention to this enterprise, and thus convert their otherwise unsalable produce into a profitable investment. The prices of cattle and sheep are, at present, low in England, in consequence of the scarcity of fodder in that country, which is forcing the farmers there to sacrifice their stock instead of keeping it till the spring when the markets are usually better and prices higher. Were it once known that stock could be bought here to advantage there would be an inducement to work up a direct trade and the number of purchasers from abroad materially increased.

This is a subject that should be thoroughly ventilated through the Island Press for the benefit of our farmers, and influence brought to bear on the Local Government to have a much larger grant placed at the disposal of the Stock Farm Commissioners, to enable them to further improve the breeds of horses, cattle and sheep, as with the means now at their disposal it is utterly impossible for them to keep pace with the times and the requirements of the country. Agriculture being the main resource of the Island demands more earnest attention at the hands of successive governments than it has hitherto received.

FENTON T. NEWBERY.

## School Holidays.

To the Editor of the Examiner.

**SIR,**—Will you allow me to ask a few questions concerning school holidays? What is the reason city teachers get every Saturday and Christmas and Easter holidays, while country teachers have only the 1st and 3rd Saturday of every month; and no holidays at Christmas nor Easter. Is it because some teachers in the country are perhaps twenty and thirty miles away from home, and they cannot get a few days to go home and see their parents and friends; but they have got to stay where they are and teach, and during that time city teachers are cruising about. If there is no reason for it, Christmas and Easter Holidays we must have, and I hope that this matter will be looked over before that time, and that we will all be placed on the same footing.

Thanking you for the space I occupy in your useful journal I remain, yours, etc.,  
 A SUBSCRIBER.

## "The Federation of the English Empire."

A writer in the *Westminster Review* for October concludes a series of three articles on the above subject. He would relegate local and home questions to Legislatures and Municipalities, but have Imperial questions treated in the Imperial Parliament, in which the British Isles and all the Colonies, not including India would be represented. The Imperial House, this writer says, might be composed of 300 members, as follows:—

England, . . . . .	185
Scotland, . . . . .	25
Ireland, . . . . .	40
Colonies, . . . . .	50

The Colonial representation proposed is as follows:—  
 Canada and Newfoundland, . . . . . 20  
 Australia, . . . . . 15  
 New Zealand, . . . . . 5  
 Cape Settlements, . . . . . 5  
 West Indies, . . . . . 5

The reviewer thinks that in fifty years the British Empire, exclusive of India, will number 70,000,000 and he inquires if England is prepared to let this vast Empire slip from her grasp, instead of making it the field of higher statesmanship and a richer civilization than any which she has yet achieved.

The best and cheapest place to have your Sleighs repaired and painted is at P. H. TRAINOR'S. Sleighs of every description built to order, and satisfaction guaranteed. Kent Street, opposite "Rocklin House."—22 6i eod