THE DAILY EXAMINER.

FEBRUARY 20, 1888.

Millman's Fate.

JUSTICE will, no doubt, take its course independently of what the press of Canada or public opinion in Canada has said or may say about the verdict in the case of William Millman; and, perhaps, the press and the public would have shown just as much good taste and good feeling if justice had been permitted to take its course unhindered by the distractions of suggestion and advice, direct and indirect, which have been so freely offered. The recommendation to mercy contained [illegible] nothing. Therefore, it is not necessary to question the motives of the jury who made it. We must, of course, assume that in such an important case they invoked the "quality of mercy" on the strength of reasons which they deemed to be good and sufficient; it is not possible that they would, without strong reasons, have given the press and public a cause for questioning their consistency and good sense. However this may be, Millman cannot escape the punishment due to the crime of murder, unless it shall appear that he is—as he declares himself to be—not the guilty man. He *must* either be hanged or suffer the more protracted, but not less truly terrible, punishment of imprisonment for life. Cut off from society, cut off from hope in the world, chained and fed like a dog, solitary and dispairing in the deepest dungeon of a penitentiary—can a worse fate for any man be imagined? As to the hanging, the pain of it will be over in an instant—the shame of it will remain upon the innocent heads of Millman's family, and to some extent upon this Province at large. Millman, if he follow the good advice of the Chief Justice, if he employ his time to the salvation of his soul, will whether innocent or guilty, be infinitely better off after the hanging than he could hope to be if his sentence should be commuted to imprisonment for life. The hanging will, no doubt, meet our ideas of justice. But suppose the man hung should be innocent! Whose, then, will be the remorse?

This community would, probably, on the whole, be better pleased if the hanging were avoided. To know that a man is being hanged will afford pleasure, on the 10*th of April* next, to but few persons, and those of the baser kind; and the scene will not be one to look back upon with delight after it is finished. Nevertheless, if Justice, by her Minister, demands it, it must be done. We can neither promote nor prevent the cause of Justice talking about the matter.

—A Fredericton dispatch says that the supreme court of New Brunswick has rendered judgment in the case of John V. Ellis M. P. of the St John *Globe*, charged with libelling Judge Tuck at the time he issued the order prohibiting county court Judge Steadman from recounting the ballots in the Queens county election. The unanimous decision of the court is that a rule absolute for attachment for contempt do issue, and Mr. Ellis will be brought before the court to show cause why he should not be fined or imprisoned for the offence, as the discretion of the court may direct.

—Dean Carmichael, of Montreal, in the course of a sermon on the liquor traffic, said:—

"Now this question how to legislate in connection with the abuse of intoxicating drinks is a large open question, that public opinion of the voice of united consciences is bringing fast to the front of public consideration. Every year makes it more and more a national question, and the time, I feel, is approaching, and that with no laggard foot, when ministries will be wrecked and created under the irresistible influence of what in time will prove the greatest moral question that has ever engrossed the minds and energies of our Canadian legislators."

—The Montreal *Star*: The alliance between Henry George and Dr. McGlynn appears to be disolved. George favors the renomination of President Cleveland. Dr. McGlynn, more ambitious, desires to form the anti-poverty men into a separate political party, having a presidential candidate of its own. The breach between the two agitators is already wide, and is likely as time progresses to grow wider. We would not be at all surprised to see these two men, who were but the other day working so cordially together to recommend their brand new plan for the regeneration of the world to the people of America, opposing each other with might and main throughout the coming presidential campaign.

To illustrate the alleged sleepiness of a certain college town the following story is told: A certain professor, who made the unusual complaint of insomnia, was advised to consult a New York physician. He did so, and the latter, after a most thorough examination of heart, lungs and all the vital organs, pronounced the professor absolutely sound. "I am at a loss," the doctor said, "to account for it. You seem perfectly well. Perhaps something is preying upon your mind." "Oh, no," said the professor, "nothing at all." "Perhaps you have some business cares?" "No; nothing of that sort." "And yet you say that you get no sleep at night?" "Oh, no; I never said that. I'm all right at night; but it's insomnia in the daytime that bothers me!"

The annual meeting of the Grand Council of the Ontario Royal Templars of Temperance, commenced at Toronto, on the 14th. The report of the secretary showed a total membership of 6,439, a net gain of 123 during the year. Financially the year has been the most successful one a [illegible]

A Great Railway Project.

PROPOSED NEW CANADIAN SHORT LINE TO THE SEA—AN OUTLET FOR THE GRAND TRUNK TO THE ATLANTIC SEABOARD—SHIPPEGAN HARBOR THREE MILES NEARER EUROPE THAN HALIFAX—IRELAND TO MONTREAL IN FIVE AND A HALF DAYS.

Mr. Burns, M. P. for Gloucester, N. B., when in Ottawa a few days ago, communicated to the *Empire* a big railway project, to the consummation of which he is determined to devote all his energies. In his own locality Mr. Burns has the reputation of being a "hustler," and by his energy and enterprise recently succeeded in building a line of railway, the Caraquet road, through Gloucester county, which not only opens up a valuable section of the country but which [illegible] which may be considered the first link of another great railway route to connect the east and the west. The Caraquet road runs from Bathurst station on the Intercolonial railway to Shippegan, a fine harbor in Northern New Brunswick.

THE PROPOSED NEW ROUTE.

Mr. Burns' proposed new route would embrace this line, which is fifty miles in length—a new section from Bathurst to Edmundston—the present terminus of the New Brunswick railway, with which road connection was made a week or two ago by the Temiscouta railway, runing from Riviere du Loup to Edmundston by an air line to Chaudiere Junction, near Quebec, the Grand Trunk's present junction with the Intercolonial system. The construction of this system would enable western traffic to reach the seaboard at a point nearer to Europe than from Halifax by 300 miles. The distance from Montreal to Shippegan by the proposed new route is 450 miles, as compared with 720 miles from Montreal to Halifax by the short line now under construction through Maine or any other short line that could be constructed.

SHIPPEGAN'S ADVANTAGES.

"The great advantage Shippegan has over either Halifax or St. John," said Mr. Burns, "is that it is only about 240 miles from Newfoundland. By the construction of an air line from Montreal to Shippegan—Sanford Fleming's project (of 1865) for making Shippegan the terminus for Atlantic mail steamers—carrying mails, passengers and express freight—could be carried on more advantageously than he pointed out at time. Mr. Fleming's plan was to build a line of railway from the Intercolonial near Bathurst to Shippegan harbor, to have a line of steamers running from Shippegan to St. George's Bay, Newfoundland, a distance of about 240 miles more, and a line of fast steamers running to a point on the west coast of Ireland, a further distance of 1,700 miles. Part of Mr. Fleming's project has been carried out already by the construction of the Caraquet railway and, no doubt, the increasing necessities for the quick transit of mails, passengers and express freight will in a short time demand the carrying out of the whole of his scheme, which would mean the reduction of time between Europe and Montreal to a minimum. With lines of fast steamers running in connection with the railway the journey from Ireland to Montreal could be made in 5½ days, allowing ample time for transferring from steamer to rail, and rail to steamer.

THE OCEAN MAIL TERMINUS.

"As compared with Rimouski—the present summer terminus for the mail steamers—Shippegan would have a decided advantage in being many miles nearer to Europe, and give a very much quicker mail service to points in New Brunswick, Nova Scotia and P. E. Island. The distance from Shippegan to St. John is only 273 miles, to Halifax, 372 miles, while these points are distant from Rimouski 397 and 496 miles respectively—besides the fact of its closer proximity to Europe. In the like manner from Shippegan to Summerside *via* Tignish, the northern terminus of the P. E. I. Railway, the distance is only 110 miles, while from Rimouski to Summerside *via* Moncton and Point du Chene, the distance is 370 miles. In regard to the fish trade with Europe, it may be mentioned that the distance from Shippegan to the Magdalen Islands is 120 miles, and about the same to Anticosti."

OPENING UP NEW BRUNSWICK.

"Apart from the other advantages, a railway across the province of New Brunswick from Gloucester Junction to Edmundston, would open up what is beyond all question the best section of the province that now remains undeveloped, both as regards its agricultural capabilities and its supply of timber. This section of New Brunswick, comprising Gloucester, Restigouche, Victoria and Madawaska, contains really about all the best lumber lands of the province. From Edmundston to Chaudiere, and from Chaudiere to Montreal, along the south shore of the St. Lawrence, the country is thickly populated and contains many flourishing industries, in which respect, it is needless to say, the whole route contrasts favorably with the short line to Montreal via Mattawamkeag. While the Caraquet railway already occupies the position of a self-sustaining local line, doing a large amount of freight and passenger traffic, and destined to develop largely the natural resources of Gloucester county, it will readily be seen that the culmination of the scheme would make it one of the most valuable and important railway sections in America. The Temiscouta railway, previously referred to, Mr. Burns thinks would form a very important feature in the new short line of the project, inasmuch as all the traffic from Quebec and along the north shore of the St. Lawrence, below Quebec, would come over that road to Shippegan. In a word, both Quebec and Montreal would be immensely benefitted by the construction of a line from Gloucester Junction to Edmunston, and the value and importance of the Riviere du Loup line would be greatly enhanced, both as to this direct trade and as to the traffic of the St. John river.

SURVEYING THE TERMINUS.

A survey of Shippegan harbor was made last summer by Mr. Mann, C. E., and the results have surpassed the highest hopes. Mr. Burns says it is one of the best and most capacious harbors in North America, in fact, he does not believe its superior can be found anywhere. At the present wharf terminus of the Caraquet road, ships drawing 21 fee of water can lie at the lowest spring tides. In the inner harbor 27 feet of water can almost uniformly be found. [illegible] and for some distance up is y uniform, averaging fully half a mile; at no point is it less than a quarter of a [illegible] across all the way down to the Gulf out.

THE GRAND TRUNK'S OPPTUNITY.

Mr. Burns thinks that in the the Grand Trunk railway company will ave to seek an outlet to the Atlantic seabed in Canadian territory, and this scime, in his opinion, should commend itelf to that company. While in England he is going to call the attention of capitalist to the advantages it affords over exisng routes, and hopes before many years are over to see the line an accomplished fact. Mr. Burns sailed for the mother country at the beginning of last week, but expects to return to Ottawa the second week in March to attend to his sessional duties.

Home Training.

THE *Guardian* speaks to the point when, in commenting upon the Tuplin-Millman tragedy, it says:

"We believe the truth lies in the fact that family religion is losing its hold upon us. In the city and country this is apparent. Meetings have increased to such an extent that the habit has grown upon us—the habit of talking to others instead of dealing with ourselves; of meeting with other people's children in some room of the church and speaking to them, instead of gathering our own, as the shadows of evening fall around, and pointing them to God. Men seemingly want to make their religion public. They will pray in a meeting when they will not pray in their closets. We want the old life back again, when parents and children gathered around the altar and offered up the morning and evening sacrifice. No church, no Sabbath school can take the place of family religion. Give us that, and with all the means at our disposal our social life will improve.

"One reason why neglect in proper training is so widespread, is that there is woeful ignorance of what we understand as child-life. In many a home the children are like so many dolls. We do not mean in the matter of dress, but the manner in which they are treated by their parents. The scenes of the nursery are repeated on a larger scale and under different circumstances. The children speak and amuse by their many winning ways, and they are dressed or caressed and dealt with without any thought of the future. If men and women cannot or will not see that the child is a growing quantity; that the girl will one day be a woman; that the boy will one day be a man; that we cannot set bounds and say this is the line beyond which they will never pass. We then may expect a line of conduct such as the present. But why will we not teach children what is good as early as they are taught what is bad? Why not begin to train their better nature as early as we begin to train the intellect? Why not continue that instruction with the same perseverance, the same system, as we do the mind? The reason, in our estimation, is just this: Very few see the future in such a light as to cause them to deal with the child, to do so at once, and continue to do so, so long as it is within their power. We would insist on this. Never, until a parent grasps the idea of what *child* means, will he rise to the occasion and do his duty to his child, his country, and his God. Anyone who takes an interest in life around him, will own that there is neglect amounting to criminality on this subject.

LETTERS TO THE EDITOR.

New London Packet Service.

SIR,—As the time of the year is coming when the government will be considering the appropriations for the public services, a few words about the New London packet service are in order.

Time was when a packet plying between New London and Charlottetown was an accommodation to our people; but it is no longer so. Our fishermen ship their fish by rail now, as they can reach the market so much quicker, and also more cheaply than they can by sending them to Charlottetown in a schooner to be re-shipped. Our merchants get their goods by rail and consequently they do not patronize the packet to any extent either. The way the service has been performed the last few years nobody receives any benefit from it except the man who draws the Government subsidy.

The fact is, the Government have been paying a large subsidy to a man who sails his schooner between the ports of New London, Sidney, Bathurst, Miramichi, Pictou, Canso, &c., calling sometimes at Charlottetown, where he has no agent that we know of with whom we might leave goods for shipment. Last fall when our farmers wanted to ship produce to Charlottetown, our subsidized packet was carrying oats or potatoes to Nova Scotia and New Brunswick. Now, as the public purse is not in a very plethoric condition, would it not be well for the government, before making any appropriation for the New London packet service in future, to enquire and find out how much freight has been carried over the route the last two years; and also if regular trips have been made. If they do this, they will probably come to the conclusion that the accommodation afforded the people of this locality does not justify so large an expenditure of the people's money. I think if the matter is investigated properly it will be found that a Charlottetown truckman would perform the service more satisfactorily for about one-fourth of the money.

TAXPAYER.

New London, Feb. 16, 1888.

Fire Losses.

The fire loss for 1887, in the United States and Canada, will foot up in round numbers 120 millions of dollars, as against 116 millions in 1886.

The Fire Commissioners of New York report that the fire losses of last year were $5,572,545, of which $1,400,683 was on buildings, and $4,171,862 on contents. The average of loss per fire was only $1,773. Seven persons were convicted of arson and were punished therefor.

E. M. Shaw, Chief of the London Fire Brigade, in his report, states that during the year 1887 there were 3,059 alarms. Of these 528 were false, 168 were chimney alarms, and 2,363 were for fires, 172 of which resulted in serious damage. There was an increase of 214 alarms over the year 1886, and compared with an average of ten years past, an increase of 408. The lives of 198 persons were endangered during the year and 143 were saved, while 55 were lost. Of the 55 lost, 28 were taken out alive, but died afterwards; while 27 were [illegible]

DIED.

At Annandale, on 5th inst., Mr. James Norton, in the 68th year of his age.

VALUABLE

Real Estate Sale

—OF—

LANDS IN CHARLOTTETOWN.

I am instructed by the Honorable Judge Peters to sell at Public Auction, on the premises,

On Monday, the 26th day of March next,

AT TWELVE O'CLOCK, NOON,

That Valuable Property lying between the Malpeque Road and Upper Queen Street.

The Property has been laid off in fourteen Building Lots, some fronting on Queen Street and others on the Malpeque Road, the balance fronting on a new street to be opened between Queen Street and the Malpeque Road.

A plan of the proposed Building Lots can be seen at the office of Peters & Peters, Solicitors.

Conditions of sale will be made known on day of sale.

G. M. HARRIS,
Auctioneer.

PETERS & PETERS, Solicitors.
Ch'town, Feb. 20, 1888—eod & wky

AUCTION SALE.

Japanese Goods

BY AUCTION, on THURSDAY, February 23rd, at 2 30 o'clock, at Rooms, 11 Queen Street:

2 Cases JAPANESE GOODS, in Porcelain, Lacquered, &c., part of former invoice received since our last sale of these goods.

A. McNEILL,
feb20 Auctioneer.

NOTICE.

I have leased the well-known Premises, known as FRASER'S CORNER, and opened a large and varied assortment of

BOOTS AND SHOES,

Which will be sold Cheap.

Please call, examine quality, and see the prices.

JAMES B. HALL.
Corner Richmond and Queen Streets.
Ch'town, Feb. 20, 1888—1m

King's County Liberal-Conservative Association

A MEETING of the above Association will be held in the Town Hall, Georgetown, on TUESDAY, the 28th inst., at 2 o'clock, p. m.

A good attendance is requested.

CYRUS SHAW,
New Perth, Feb. 20, 1888—1i wky Secretary.

Auction Sale of Fancy Goods.

BY AUCTION, at the NEW VARIETY STORE, Grafton Street, TO-NIGHT at 7.30 o'clock,

A GENERAL LOT FANCY GOODS,

—IN—

Vases, Dolls, Stationery, Toys, &c.

The above sale will be continued every night till the whole stock is disposed of.

G. M. HARRIS.
feb18—tf

THROUGH TICKETS

—TO—

California, British Columbia, and to all Points West, South-west and North-west.

Also—Cook's Excursion Tickets

OFFICE,—QUEEN STREET, next door to Telegraph Office (up stairs)

WM. A. FAUGHT,
Ch'town, Feb. 17, 1888—wky Agent.

SOLE LEATHER.

IN STOCK:

200 Sides HEAVY No. 1.
75 Sides LIGHT No. 1,
50 " GOOD No. 2.
Wholesale at special prices.
FENTON T. NEWBERY.

FLOUR.

IN STORE:

500 Barrels "Kent," "Jewel," "Diamond," "Queen City," "Gold Medal," and other choice brands.

FENTON T. NEWBERY.
feb14—dy 5i wky 2i

WOOD!

OWING to the scarcity and high price of COAL, I have made arrangements to supply

Hard and Soft Wood,

cut to any length required, at a small advance on cost.

R. McMILLAN,
Coal Office, foot of Prince Street.
feb16—dy eod wky 1m

MAIL CONTRACT.

TENDERS addressed to the Postmaster-General will be received at Ottawa until noon on FRIDAY, 2nd March next, for the conveyance of Her Majesty's mails on proposed contracts for four years from 1st April next, over each of the following routes, viz.:—

Albany and Tryon via North Tryon.
Bonshaw and Nine Mile Creek.
Bedeque and Charlottetown.
Hazel Green and Peake Station.
Peake Station and Railway Station.

Printed notices containing full information as to conditions of proposed contracts may be seen, and blank forms of tender may be obtained, at the Post Offices at which the services commence and terminate, or at the office of the subscriber,

F. DE ST. C. BRECKEN,

OVERCOATS, SUITS.

Heavy All-Wool Pants, a Specialty.

KNIT SHIRTS, ALL STYLES

Flannel Shirts, Linders, &c.

ALL AT AWAY DOWN PRICES.

GEO. E. FULL,

SIGN OF THE LION, QUEEN STREET.

Ch'town, Feb. 18, 1888.

Dry Goods at Popular Prices,

—AT—

PERKINS & STERNS'.

We Continue to Sell the Best Goods at Lowest Prices.

WHITE COTTONS,	CORSETS,	TABLE LINENS,
GREY COTTONS,	GLOVES,	LINEN TOWELS,
PRINT COTTONS,	COLLARS,	LINEN TOWELINGS,
DRESS GOODS,	RIBBONS,	BED TICKINGS,

White and Colored Counterpanes, American Knitting Cottons, Cheap Shirtings and Ginghams, Pillow Cottons and Sheetings, Carpets and Oil Cloths.

PERKINS & STERNS.

Charlottetown, Feb. 14, 1888.

Dress Goods, cheap, at James Paton & Co's.
Ladies' Jackets and Dolmans at reduced prices.
Mens' Overcoats, good value, at Jas. Paton & Co's.
Corsets, all kinds and prices.
The Best Place on the Island to buy Carpets.
Gloves, in Kid and Cashmere.
Table Linens and Table Napkins, extra good value.
The best value in Cambric Embroideries.
Mourning Goods of all kinds.
Millinery made to order on short notice.

JAMES PATON & CO.

WATER STREET, Summerside.	MARKET SQUARE, Charlottetown.

February 6, 1888—dy & wky

J. B. MACDONALD

—WILL SELL OFF CHEAP—

Dress Goods,	Cloths,	Flannels,
Dress Goods,	Cloths,	Flannels,
Dress Goods,	Cloths,	Flannels,
Carpets,	Knit Wool Goods,	
Carpets,	Knit Wool Goods,	
Carpets,	Knit Wool Goods,	
Overcoats,	Mens' Suits,	Boys' Suits,
Overcoats,	Mens' Suits,	Boys' Suits,
Overcoats,	Mens' Suits,	Boys' Suits,

Underclothing, Flannel Shirts, Cotton Shirts.

—ALSO—

100 CHESTS CHOICE TEA,

WHOLESALE AND RETAIL, CHEAP, AT

J. B. MACDONALD'S