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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, SATURDAY, MARCH 7, 1885.

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ALMANAC FOR MARCH, 1885.

MOON'S CHANGES.  
Last Quarter 8th day, 2h. 42m., p. m.  
New Moon 16th day, 1h. 24m., p. m.  
First Quarter, 23rd day, 1h. 11m., p. m.  
Full Moon, 30th day, 0h. 28m., p. m.

DAY OF WEEK	Sun	Sun	Moon	High	Days
M.	rises	sets	rises	water	len h.
1 Sunday	6 43	5 41	6 45	10 53	10 18
2 Monday	4 43	7 53	11 30	11 5	5
3 Tuesday	4 40	8 59	12 7	4	8
4 Wednesday	38 46	10 21	0 43	11	31
5 Thursday	36 47	11 4	1 19	14	3
6 Friday	34 48	12 0	2 0	14	18
7 Saturday	32 50	1 2	2 45	18	18
8 Sunday	30 51	0 57	3 41	21	24
9 Monday	29 53	1 47	4 59	24	21
10 Tuesday	27 54	2 23	6 5	27	17
11 Wednesday	25 56	3 15	7 13	31	13
12 Thursday	22 57	3 52	8 10	35	8
13 Friday	21 58	4 28	8 55	38	3
14 Saturday	19 59	4 58	9 36	40	4
15 Sunday	17 6	5 38	10 14	44	4
16 Monday	15 2	5 58	10 48	47	5
17 Tuesday	13 8	6 27	11 25	50	5
18 Wednesday	11 5	6 59	12 0	54	5
19 Thursday	9 6	7 37	0 1	57	11
20 Friday	7 7	8 11	0 41	12	0
21 Saturday	5 9	8 55	1 22	3	7
22 Sunday	3 10	9 46	2 10	7	0
23 Monday	2 12	10 44	3 10	10	0
24 Tuesday	5 59	13 11	38 4 28	14	14
25 Wednesday	57 14	14 56	5 57	17	17
26 Thursday	56 16	2 6	7 19	20	20
27 Friday	54 17	3 16	8 21	23	23
28 Saturday	52 19	4 26	9 12	26	26
29 Sunday	50 19	5 34	9 53	29	29
30 Monday	48 21	6 40	10 31	32	32
31 Tuesday	5 46	6 29	7 46	11 6	12 36

## THE RAILWAY TIME TABLE.

(Charlottetown Time.)

GOING WEST.	A. M.	P. M.
Charlottetown	8 02	3 02
Royal Junction	8 26	3 25
North Wiltshire	9 17	4 17
Hunter River	9 32	4 32
Bradabane	10 10	5 09
County Line	10 19	5 19
Freetown	10 35	5 34
Kensington	10 57	5 57
Summerside, arrive	11 32	6 23
Summerside, depart	1 47	
Misouche	2 09	
Wellington	2 37	
Port Hill	3 22	
O'Leary	4 42	
Alberton	5 47	
Tignish	6 47	
FROM WEST.		
Tignish	6 47	
Alberton	7 47	
O'Leary	9 02	
Port Hill	10 22	
Wellington	11 07	
Misouche	11 34	
Summerside, arrive	11 57	A. M.
Summerside, depart	2 02	7 32
Kensington	2 37	8 07
Freetown	3 00	8 30
County Line	3 17	8 45
Bradabane	3 27	8 55
Hunter River	4 02	9 32
North Wiltshire	4 17	9 47
Royal Junction	5 09	10 39
Charlottetown	5 32	11 02
GOING EAST.		
Charlottetown	3 17	
Royal Junction	3 40	
Bedford	4 17	
Mount Stewart, arrive	4 52	
Mount Stewart, depart	4 57	
Cardigan	6 17	
Georgetown	6 42	
Mount Stewart	6 57	
Morell	5 37	
St. Peter's	6 05	
Bear River	6 57	
Souris	7 42	
FROM EAST.		
Souris	6 52	
Bear River	7 37	
St. Peter's	8 26	
Morell	8 57	
Mount Stewart	9 37	
Georgetown	7 47	
Cardigan	8 12	
Mount Stewart, arrive	9 32	
Mount Stewart, depart	9 42	
Bedford	10 17	
Royal Junction	10 57	
Charlottetown	11 17	

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Charlottetown, Jan 1885

MERCHANTS BANK OF HALIFAX

## ADAM BADE.

CHAPTER XXVIII.

(Continued.)

The pretty creature arched her brow back in the sunshine, and patted the grass, and trembled with pleasure when her master stroked her nose, and patted her, and talked to her even in a more caressing manner than usual. He loved her the better because she knew nothing of his secrets. But Meg was quite as well acquainted with her master's mental state as many others of her sex with the mental condition of the nice young gentlemen toward whom their hearts are in a state of fluttering expectation.

Arthur cantered for five miles beyond the Chase, till he was at the foot of a hill where there were no hedges or trees to hem in the road. Then he threw the bridle on Meg's neck, and prepared to make up his mind.

Hetty knew that their meeting yesterday must be the last before Arthur went away; there was no possibility of their contriving another without exciting suspicion; and she was like a frightened child, unable to think of any thing, only able to cry at the mention of parting, and then put her face up to his, and have the tears kissed away. He could do nothing but comfort her, and lull her into dreaming on. A letter would be a dreadfully abrupt way of awakening her!

Yet there was truth in what Adam said—that it would save her from a lengthened delusion, which might be worse than a sharp immediate pain. And it was the only way of satisfying Adam, who must be satisfied for more reasons than one. If he could have seen her again! But that was impossible; there was such a thorny hedge of hindrances between them, imprudence would be fatal. And yet if he could see her again, what good would it do? Only cause him to suffer more from the sight of her distress and the remembrance of it. Away from him she was surrounded by all the motives to self-control.

A sudden dread here fell like a shadow across his imagination—the dread lest she should do something violent in her grief; and close upon that came another, which deepened the shadow. But he shook them off with forces of youth and hope. What was the ground for painting the future in that dark way? It was just as likely to be the reverse. Arthur told himself, he did not deserve that things should turn out so badly, he had never meant beforehand to do any thing his conscience disapproved, he had been led on by circumstances. There was a sort of implicit confidence in him that he was really such a good fellow at bottom, Providence would not treat him harshly.

At all events, he couldn't help what would come now; all he could do was to take what seemed to be the best course at the present moment. And he persuaded himself that that course was to make the way open between Adam and Hetty. Her heart might really turn to Adam, as he said, after a while; and in that case there would have been no harm done, since it was still Adam's ardent wish to make her his wife. To be sure Adam was deceived—deceived in a way that Arthur would have resented as a deep wrong if it had been practiced on himself. That was a reflection that marred the consoling prospect. Arthur's cheeks even burned in mingled shame and irritation at the thought. But what was a man to do in such a dilemma? He was bound in honor to say no word that could injure Hetty; his first duty was to guard her. He would never have told or acted a lie on his own account. Good God! what a miserable fool he was to have brought himself into such a dilemma; and yet, if ever a man had excuses he had. (Pity that consequences are determined not by excess but by action.)

Well, the letter must be written; it was the only means that promised a solution of the difficulty. The tears came into Arthur's eyes as he thought of Hetty reading it; but it would be almost as hard for him to write it; he was not doing anything easy to himself, and this last thought helped him to arrive at a conclusion. He could never deliberately have taken a step which inflicted pain on another and felt himself at ease. Even a movement of jealousy at the thought of giving up Hetty to Adam, went to convince him that he was making a sacrifice.

When once he had come to this conclusion, he turned Meg round, and set off home again in a canter. The letter should be written the first thing, and the rest of the day would be filled up with other business; he should have no time to look behind him. Happily, Irwine and Cavane were coming to dinner, and by two o'clock the next day he should have left the Chase miles behind him. There was some security in this constant occupation against an uncontrollable impulse seizing him to rush to Hetty, and thrust into her hand some mad proposition that would undo everything. Faster and faster went the sensitive Meg, at every slight sign from her rider, till the canter had passed into a swift gallop.

"I thought they said th' young mester war lookin' ill last night," said sour old John, the groom, at dinner-time in the servants' hall. "He's been ridin' fit to split the mare if two this forenoon."

"That's happen one o' the symptoms, John," said the factious coachman. "Then I wish he war let blood for 't, that's all," said John, grimly. Adam had been early at the Chase to know how Arthur was, and been relieved of all anxiety about the effects of his blow by learning that he was gone out for a ride. At five o'clock he was punctually there, and sent up word of his arrival. In a few minutes Pym came down with a letter in his hand, and gave it to Adam, saying that the Captain was too busy to see him, and had written everything he had to say. The letter was addressed to Adam, but he went

out doors again before opening it. It contained a sealed enclosure directed to Hetty. On the inside of the cover Adam read:—

"In the inclosed letter I have written everything you wish. I leave it to you to decide whether you will be doing best to deliver it to Hetty or to return it to me. Ask yourself once more whether you are not taking a measure which may pain her more than mere silence."

"There is no need for our seeing each other again now. We shall meet with better feelings some months hence."

"A. D." "Perhaps he's i' th' right on't not to see me," thought Adam. "It's no use meeting to say more hard words, and it's no use meeting to shake hands, and say we're friends again. We're not friends, an' it's better not to pretend it. I know forgiveness is a man's duty, but to my thinking, that can only mean as you're to give up all thoughts o' taking revenge, it can never mean as you're to have your old feelings back again, for that's not possible. He's not to the same man to me, and I can't feel the same toward him. God help me! I don't know whether I feel the same toward any body; I seem as if I'd been measuring my work from a false line, and had got it all to measure o'er again."

But the question about delivering the letter to Hetty soon absorbed Adam's thoughts. Arthur had procured some relief to himself by throwing the decision on Adam with a warning; and Adam, who was not given to hesitation, hesitated here. He determined to feel his way—to ascertain as well as he could what was Hetty's state of mind before he decided on delivering the letter.

(To be continued.)

## LETTERS TO THE EDITOR.

Mr. Hackett's Reply to Hon. D. Davies.

Sir,—In the Patriot of 20th inst. I notice a letter from the Hon. D. Davies, on the subject of Winter Communication between the Island and the Mainland. One would suppose that when Mr. Davies undertook to publicly express his views on this important matter, he would have divested himself of all party prejudices, and discuss the question on its merits.

At the very outset, however, he introduces party politics, and makes a bitter personal attack on Mr. Macdonald, M. P. for King's County, and myself.

As representatives of the people we are, I suppose, to a certain extent, public property, and it is not my intention, therefore, to take any notice of the malevolent attacks of this glib old man. I desire, however, to criticize his letter in other respects.

He says that His Grace the Archbishop of Halifax, who has recently taken a great interest in this question of Winter Communication, was mistaken when he said that the Mackenzie Government had been neglectful of the Island's interests. With your permission I will briefly review the history of this question during the administration of affairs by Mr. Mackenzie, and think I will be able to show that the Mackenzie Government, and their servile supporter, Mr. Davies, were guilty of the most culpable neglect of Island interests in connection with this question. On the 1st July, 1873, the Island entered the Union; and at the first election held thereafter Mr. Davies was elected to represent King's County in the Dominion House of Commons. During the session of 1874 he attended at Ottawa, and I cannot find that he uttered one word in behalf of Prince Edward Island. The first year passed away, and the Mackenzie Government did nothing in the direction of fulfilling this obligation, and Mr. Davies sat silently in his place and supported them. The winter of 1875 came, and with it, as a result of the action of Mackenzie, Davies, &c., a spruwanated steamboat, that Mr. Davies politely calls the "Old Alert," which, it was said in the most confident language, would be able to keep up communication between Georgetown and Pictou in the most severe part of the winter. It was asserted that ice formed in the Gulf, as well as the immense bergs that occasionally come down from the frozen north, would be no hindrance to her crossing. Anything, in fact, in the shape of ice that could float through the Straits of Belle Isle would have to succumb before the attacks of this mighty leviathan, and Mr. Davies and other supporters of Mr. Mackenzie said the people of Prince Edward Island were fortunate in securing her services.

Actual experiment, however, proved that this monster could not perform what was expected of her, and as all sensible men saw from the first, proved an ignominious failure. Mr. Davies, however, must have considered her a success, as he attended Parliament during the session of 1875 and did not censure the Government for their neglect, or even complain of the way the people of Prince Edward Island were treated. The roll of time brought around the winter of 1876, the third year of Confederation, the third year of the Mackenzie Government—yet nothing has been done to carry out the compact entered into with Prince Edward Island.

One would imagine that it surely was time now for the representatives from Prince Edward Island to make known to Parliament the grievances of the people. The session of 1876 came, and Mr. Davies and colleagues attended at Ottawa as usual; but no complaint was heard from them with regard to the non-fulfillment of the Terms of Union. If they did say anything it was in praise of the Government, some of them stating that nothing more could be done than was done. Amongst others, Mr. Davies had a word to say. To hear him now one would think that while he sat in Parliament and supported Mackenzie he was the great champion of the rights of the people; but what did he advocate on this occasion? Why, the letting of this winter

communication to a private company. In Hansard for 1876, folio 301, Mr. Davies is reported as saying:—

"Two difficulties present themselves; first, whether to construct the steamer, or to give a private company the contract. The second plan is generally adopted. The Government do not like to undertake works of this character. I do not think they can prosecute them efficiently, for the reason that private companies have a closer control over their employes, and expect to make money; while the Government employes do not expect to make the service remunerative, and therefore do not work with the same energy."

Now, every person who studied this question, knows that nothing would be so detrimental to the interests of Prince Edward Island, as the placing of this service in the hands of a private company. The Government of Canada, with their eyes open, undertook this obligation; we must therefore look to them for its fulfillment, and have nothing whatever to do with any private company. Yet that great representative, the unselfish Mr. Davies advocated such a course. He cared but little for the interests of the people, while in the distance he saw looming up large dividends for holders of Prince Edward Island Steam Navigation Company's stock.

For some reason his exertions in favor of a private company failed, and the winter of 1877, four years of the McKenzie Government, the Northern Light was sent as the first genuine attempt of that administration to carry out the terms of Union. With her history all Prince Edward Islanders are familiar. She has not proved a success, nor has she been a total failure. She was taken off the hands of a friend of the Government who had her in frame for two years in his ship yard at Quebec, and who doubtless would be obliged to make good of her if the Government did not generously come to his rescue. She was not intended for such service as she has to perform in the Straits of Northumberland, and was modelled for ice service in the Lower St. Lawrence. Up to the present time she has not succeeded in overcoming the difficulties presenting themselves, while she has stood in the way of our getting a better boat. When I say she has stood in the way of our getting another boat I mean that she has done so through the lavish praise bestowed upon her by Mr. Davies and others of his party on Prince Edward Island, who never lost an opportunity of making it appear that she was a perfect success, that she had completely solved the question of the winter navigation of the Gulf, and that she was admirably suited for ice navigation. Even at the very time when all practical men pronounced her as being unfit to fulfill the obligation entered into by the Dominion, Mr. Davies was praising her up in the Dominion Parliament, endeavoring by his senseless speeches to make himself agreeable to Mr. McKenzie.

In Hansard, for 1877, folio 85, Mr. Davies is reported as having delivered himself as follows:—

"The performance of this steamer (the Northern Light) had in his opinion completely solved the question of the winter navigation of the St. Lawrence. It would be difficult, he thought, to build a steamer better adapted for both harbor and channel winter navigation. On the whole, the venture had been a success."

This, too, in the face of the fact that a short time before she had to be sawn out of Charlottetown Harbor, not being able to break her way through six inches of ice. Again, in the session of 1878, the last, fortunately, that he was to misrepresent the people of P. E. Island, Mr. Davies made use of the following words:—"The Northern Light had done better than he expected, and was in every way suitable for the purpose."—Hansard, 1878, Folio 1283. The bad effect of those foolish remarks is yet felt by the people of Prince Edward Island.

In making our demands for a proper steamer we are met with the observations:—"You have the Northern Light. Is she not a good steamer? Mr. Davies who is a ship builder and ship owner has said no better steamer can be built for your purpose, and that she has been a success. What more do you want? We are not obliged to give you any more." Furthermore, should the people of Prince Edward Island look for compensation for the time lost in not fulfilling the Terms of Union, or should they carry the matter, as some advocate, to the foot of the Throne, I have no doubt but those stupid remarks of Mr. Davies' will be quoted in opposition to their claim. I think I have written enough to show His Grace—who is well informed on all subjects upon which he writes—was not mistaken when he said the Mackenzie Government neglected the Island with regard to this important matter. I think I have also shown that Mr. Davies utterly failed in his duty as a representative of the people. During his five years at Ottawa, he proved himself to be the most servile of the followers of McKenzie, never daring to raise his voice in behalf of his injured and neglected fellow countrymen. The depths of political infamy to which he sunk during that period, could only be reached by a political renegade of the lowest type. By one who would not scruple to assist in depriving the people of their dearest and most cherished privileges, as witness his support given to a dastardly attempt made by "Our Minister," to rob the young men of Prince Edward Island of the Franchise.

Thanking you for this space, I remain  
Very truly Yours,  
EDWARD HACKETT.

House of Commons, Ottawa, Feb. 28, 1885.

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