

THE DAILY EXAMINER.

NOVEMBER 15, 1881.

Railway Traffic.

The increase of the receipts of the railway since the first of July of this year, over those of the same period of last year, amounts to \$6,000. This sum represents nearly five thousand additional tons of freight, and seven thousand additional passengers. In fact the railway has done in four months of this year what it did in five months of last year.

The "Patriot's" Attack on the Railway.

We have not time, nor is it necessary, to notice at length the elaborate attack of the Patriot upon the present management of the P. E. Island Railway.

The Patriot admits (1) that the road-bed is now in good order; (2) that Mr. Archibald is an active and efficient officer. It is well that the Patriot is satisfied on two points of such importance.

In the light of the facts which we publish to-day respecting but one section of the road, it is hardly necessary to pay much attention to the bald assertion of the Patriot that the railway "has been allowed to run down."

We freely admit that the locomotives are not in good order, and are quite insufficient for the present traffic of the road.

But when the Patriot says this is due to the "niggardly and cheese-paring" policy of Sir Charles Tupper, it says that which is manifestly erroneous. While Sir Charles has increased the pay of many of the railway employes, he has not, we believe, at any time, reduced the wages of any efficient man.

Equally erroneous is the Patriot's statement that the delays of trains is not due to "any natural or proper increase of freights." The facts which we publish to-day, respecting the increase of traffic, are a sufficient answer to this allegation.

We have no disposition, whatever, to make excuses for the condition of the locomotives. We are well aware that it may be truly enough urged that there is just now scarcely a railroad in America on which there is not just such a freight blockade as there is on the Island Railway at the present time. Look at the Grand Trunk and the Great Western. Do we not constantly hear of stoppages, delays and breaks, because of the unusually large quantities of freight poured in upon them at this particular season of the year?

Still there is much truth in the Patriot's statement that the rolling stock of the Island Railway, particularly the locomotives, are not up to the mark. There is we admit, much justice in its demand for an improvement in this respect. The Patriot will, therefore, we are sure, be gratified to hear that Sir Charles Tupper has set about effecting an improvement. He has, we learn, directed an energetic and thoroughly capable man to come here, to take the place now occupied by Mr. Stronach, and to put the locomotives in a state of thorough repair. The energetic manner in which repairs and improvements have been effected in other departments of the railway is an earnest that the improvements required in the rolling stock will be made as speedily as possible.

The City Council.

The City Council met last evening. Present, Mayor Dawson, Recorder Fitzgerald, and Councillors Murphy, Chappelle, Lawson, Davy, McLean, Smith and Byrne.

After the minutes of the previous meeting were read and adopted, and the accounts of the last month were passed, Chief Engineer Large stated that the tank at the head of Hillsborough street had been made watertight. The repairer guaranteed it to hold water for thirty days, and it was ready to be tested at any moment.

The Mayor, in reference to the quantity of dynamite at present lying in the city suburbs, stated that he had waited upon the acting Collector of Customs and urged him to take it in charge; but he could not see his way clear to do so. The Mayor advised him to consult the Dominion Law Adviser to see whose duty it was to deal with the matter. But this was not done. His Worship also consulted the Law Adviser—Mr. McLeod—but he declined to interfere, and therefore nothing was done, and the dynamite still remains at Kensington—a threat to the city. A resolution moved by Councillor Chappelle to have the dynamite removed to a place of security was unanimously carried.

The by-law in reference to dogs was next taken up. The Mayor, after reminding the Council of the damage done by dogs allowed to run at large, stated that he did not think that the city authorities were to blame in the matter. The Local Government, at the last meeting of the Legislature, passed an Act relating to dogs, but they failed to put it in force. He could not, therefore, see why the Corporation were to blame for not passing a by-law before the present time. He believed that a stringent by-law should be passed and instead of imposing a tax of one dollar on useless curs which swam the city, a tax of five dollars should be imposed upon them. The matter was briefly discussed by the members of the Board, and Councillor McLean gave notice that at the next meeting of Council he would introduce a by-law respecting dogs.

Councillor Chappelle stated that he had been waited on by a deputation of young ladies from St. Joseph's Convent, who asked him for the Market Hall to hold a bazaar on Wednesday and Thursday next. He asked for information regarding the course he was to pursue. A resolution, moved by Councillor Byrne, to the effect that the ladies have the use of the Hall for eight dollars was carried. It was also further resolved that any parties hereafter requiring the use of the Hall, be obliged to pay to the City Clerk the sum of fourteen dollars per day in advance.

P. E. Island Railway.

Inspection by Sir Charles Tupper, and the Chief Members of his Staff.

The Railway from Tignish to Charlottetown.

New Stations—New Sidings—New Water Elevators—New Culverts and other Improvements

The Road-bed in First-class Condition.

FAST TRAVELLING ON THE NARROW-GUAGE.

SIR CHARLES TUPPER, C. Schreiber, Esq., and P. S. Archibald, Esq., accompanied by L. B. Archibald, Esq., and their respective private secretaries, inspected the western section of the P. E. Island Railway yesterday. The weather was exceedingly favorable; and as thorough an inspection as was possible, in the time at their disposal, was made. Each of the booking stations was examined, the returns of the past month investigated, the improvements noted, and the facilities yet required considered.

THE IMPROVEMENTS

made on this Western section of the road during the present season comprise:—

- 1. A new station house at Bloomfield—a fine building corresponding to the increasing wants of that thriving community.
2. A new station house at Freetown—much needed by the wealthy farmers of that part of the country.
3. A new freight house at Ellerslie, with apartments for the section foreman, a waiting room for passengers, and an office where a telegraph operator may be employed if required.
4. A fine roomy new freight house at Alberton, with 374 feet of siding opposite and 250 feet of siding added to that which had been previously laid down.
5. Three hundred feet of siding have been added at the terminus at Cascumpec Point wharf.
6. The freight house at Kensington has been enlarged, the waiting room and office has been fitted up, and a new bay window adds to the comfort and appearance of the office.
7. The freight house at Hunter River has also been enlarged, the waiting room and office has been refitted, and a new bay window has been added, as at Kensington.
8. The freight house at County Line has been enlarged.
9. A new siding, 309 feet in length, has been laid down at Piusville, a thriving locality about six miles east of Alberton, at which quite a lively traffic has been developed.
10. A new siding, 546 feet in length, has been laid down at New Annan.
11. A new siding about two hundred and fifty feet in length has been laid down at Summerside, for the accommodation of that energetic and enterprising merchant and trader, R. T. Holman, Esq.
12. The coal sheds at Hunter River and at Summerside have been enlarged and materially improved.
13. A large number of culverts have been renewed and covered over.
14. Two Haggis Elevators, such as those described in THE EXAMINER some time ago, have been placed at Alberton, two at Port Hill, two at St. Nicholas, and two at Elliott's. In all there are now twenty-six of these ingenious, economical contrivances on the Western section of the line.
15. Seventy thousand (70,000) new sleepers have been placed on the road-bed of this section.
16. For thirty-five miles the sleepers have been laid six inches closer together than they were. Instead of being two feet six inches apart, they are now two feet apart, thus admitting of two additional sleepers under each pair of rails, and stiffening the track considerably.
The road-bed has been carefully repaired from end to end. It is much admired by the best judges. In some parts (except for ballast) it is fully equal to the finest roads on this continent and it certainly reflects very great credit upon Trackmaster McPherson and his section foreman who, under the instructions of our exceptionally energetic and efficient Superintendent, made the repairs.
The various improvements we have here noted were apparently very gratifying to Sir Charles, who seemed anxious that every facility which, in the interests of the Government and the country at large, can possibly be given, should be afforded. He was evidently pleased to see loading at Cascumpec three fine large vessels; and made enquiries respecting the depth of water at the Railway Wharf and the possibility of improving Cascumpec Harbor.
At Cascumpec he met and conversed for a short time with Senator Howland; and at Tignish the popular representative of Prince County was in waiting to receive him. Mr. Hackett accompanied Sir Charles from Tignish to Summerside, and we have no doubt, made good use of the opportunity to represent to the Minister of Railways the desires and wants of his constituents. On returning to Summerside, the Hon. Senator Carvell, Mr. Brecken, M. P., Mr. A. C. MacDonald, M. P., Hon. John Lefurgey, David Rogers, Esq., Richard Hunt, Esq., R. Mc. Stovart, Esq., and other gentlemen were found awaiting the arrival of the party at the "Clifton House." There the high reputation of the house for good dinners lost nothing by the excellent repast which was, on very short notice, provided. After justice had been done to it, Sir Charles inspected the Railway buildings and wharves, and heard the representations of the Summerside gentlemen respecting them. David Rogers, Esq., called his attention to the rather extraordinary position of the station house, pointing out that there are three railway tracks between it and the street, and representing the danger and inconvenience to which passengers are subjected in crossing to and fro. Mr. Rogers also showed the advisability of placing the rail track on the eastern or lee side of the wharf, so that vessels, while loading or discharging their cargoes, can lie in the shelter of the wharf and not be endangered by the fury of the

sea during the prevalence of south-westerly and westerly gales. To this representation Sir Charles at once replied that a track should be laid as suggested. Hon. John Lefurgey then called the attention of the Minister to the propriety of having the loading berths on the lee side of the wharf dredged out, and was assured that if a question as to the ownership of the ground was decided in favor of the railway, this should also be done.

The speed of the train on some parts of the road from Tignish was at the rate of forty-eight miles an hour. Yet so smooth was its movement that many on board were not aware that extra-fast time was being made. While this fact speaks volumes for the road-bed in its present state, it was undoubtedly due in part to the care and ability of the driver, Mr. Charles McFarlane. The train was in charge of Conductor Kelly, who performed his duties with his usual accustomed efficiency.

The party arrived in Charlottetown shortly before six o'clock. We learn that Sir Charles was exceedingly well pleased with the observations of the day.

Owing to an accident which happened to the locomotive this morning, Sir Charles Tupper and party did not go east to-day as they intended. Sir Charles inspected the railway works and offices at Charlottetown, and afterwards received a large number of callers at the "Rankin House."

CORRESPONDENCE.

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

Winter Communication.

LETTER FROM HON. S. PROWSE.

To the Editor of the Examiner.

SIR,—In the EXAMINER of the 4th inst. you have a leading article on "Winter Communication," wherein you properly show some of the disadvantages which the people of this Island suffer from the present isolation, and the absolute necessity of that "efficient" communication as agreed for by our terms of union.

While I heartily agree with you on this part of the subject, I cannot advocate the remedy you propose, neither do I think it will be endorsed by the people of this Island. You say,—

"The scheme for this purpose, to which we have several times directed attention, has been pronounced practicable." By whom, pray! "Practicable" in this sentence is very indefinite. Will it, if adopted, prove efficient? That is the word used in our bond of union. You further say,—

"The screw steamer is wanted now; she would be warmly welcomed by the people of the Eastern section of the Island. It is right that they should have her, and she could, we believe, be managed with profit."

We have heretofore been most successful in keeping up our mid-winter communication at the Cape. Should we not as reasonable men, follow up this success, and not allow selfish, sectional interests to disunite our efforts and so defeat our main purpose, which is to benefit the whole Province? We can have the steam launches required by the carriers, and the branch railways necessary for travel to the Cape if we unite in asking for them!

"Shall we unite? What are our representatives doing about it?"

Now, Mr. Editor, is it really necessary to petition the Dominion Government for a screw steamer for the eastern section of the Island, if, as you say, "she could be managed with profit." My opinion is that the people in the eastern or any other section of the Island care very little about the proposed steamer if she proves no more successful than the "Northern Light" has. And the steam launches for the couriers at the Cape: is this another cheap experiment to be foisted on the people of this Island for the next five years? Instead of the efficient communication as agreed for by Section 7 of the Terms of Union, which reads as follows:—

"That the Dominion shall assume and defray all the charges for the following service, viz:—

"Efficient steam service for the conveyance of mails and passengers to be established and maintained between the Island and the mainland of the Dominion—winter and summer,—thus placing the Island in continuous communication with the Inter-colonial Railway system of the Dominion."

By this section it is evident that when we entered confederation, the system of crossing at the Cape by ice boats was even then neither successful nor satisfactory; and how much less so is it now, with our high protective tariff under the National Policy, which virtually and to a large extent shuts us out from the markets of the world during the whole year. How reasonable and wise is the provision in our Terms of Union, providing for this Island uninterrupted intercourse by steam with the railway system of the mainland!

You are aware that the Legislature of this Province, during the last session, did unanimously vote in memorializing the Dominion Government for the immediate fulfilment of the terms of Union in regard to this question and for compensation for the loss and injury we have sustained through its non-fulfilment in the past. I am persuaded that the people of this Island were never more united on any one question than they are prepared to be on this one. What is now required is earnest and energetic action on the part of our public men, as well as on the part of the Press. This question has not, up to the present time, been properly brought fairly before the great body of the people; but when it is thoroughly discussed by the Press of the Island and on the platform, the people will be found united in pressing our just claims. Possibly the quickest way to test public opinion on this subject would be for the writer of your article referred to, to advocate over his own signature the importation of another "Northern Light" and steam launches as the equivalent for that continuous communication and efficient steam service which we have bought and paid for. We must hold fast to our Bond. It is as safe, reliable and sacred as the pledged faith of the Queen of England and her Privy Council who completed and made it effectual. Are the people of this Island to be asked seriously to give up our claim to this efficient steam service, or perhaps to speak a little more plainly, "steam screws" instead. I really think, Mr. Editor, before you give such advice to the

public through your valuable paper, and assume the responsibility of that advice, you should at least have given the public a minute description of how those screws are constructed, and on what principle they are expected to navigate the Straits in mid-winter. I fear you will have to do this before you will get the people united to petition for them.

I submit our only safe course is simply to keep to the agreement, "Efficient Steam Service—continuous communication with the Railway System of the Dominion, winter and summer"—and my advice would be, let us be satisfied with nothing less. We need not trouble ourselves what plan may be adopted, so long as it is up to the letter and spirit of our agreement. It is the province as well as the duty of our rulers to fulfil their obligations with the least possible expenditure consistent with the efficiency of the service, and the intention and meaning of the terms of Union.

There are some, no doubt, who will not take the trouble to think over the question, but will say at once it cannot be done, and it's no use trying for the literal fulfilment of the terms—better take some improvement, however small, "a half a loaf is better than no bread," &c. I have heard these remarks already on this question, and expect to hear them again. To this class I would say, were there not very many who said the same thing in regard to the Canadian Pacific Railway, and indeed to almost every new enterprise undertaken by man. We must be prepared not only to hear but to answer these croakers on this question also. In conclusion let me ask a few questions:—

- 1. Is not the section I have quoted part of the terms we agreed to on entering Confederation?
2. Have the Dominion Government fairly and legally performed that part of the agreement?
3. Has not the Dominion Government received from this Province, and are yearly receiving the full amount, and the fulfilment of every obligation we agreed to give as if this service of winter steam service was provided for us?
4. Does the Dominion Government expect that this Island will quietly give up the privilege of self-government, all claims to the heavy excise and custom duties, the post office revenue, the savings bank, etc., without the fulfilment on their part of what they solemnly agreed to?

Yours truly, SAMUEL PROWSE. Murray Harbor, Nov. 10, 1881.

2,000 Lbs Dynamite!

To the Editor of the Examiner.

SIR,—The letter of "Citizen" in your paper of this evening is enough to startle the inhabitants of this city. "2,000 lbs. Dynamite" certainly ought not to remain in our outskirts. But who is to remove them at the peril of his own life. Who is to "bell the cat"? Another question ought to be asked, or rather, I should say, three or four questions. Who brought the dynamite here? From whence came it? Who sent it? For whose benefit here was it intended? Or for whose benefit elsewhere; and to whom was it consigned? I think it is the special duty of His Worship the Mayor and His Honor the Stipendiary Magistrate, to ascertain these particulars and to answer these questions.

Your constant reader, ANOTHER CITIZEN. November 14, 1881.

DIED.

At Rosemeath, on Aug. 26th, Patrick Sanphy, in the 87th year of his age. Nothing could more clearly evince the respect in which the deceased was held in the community than to state that upwards of 80 carriage accompanied his remains to his last resting place.

At Augustine Cove, on the 11th of October, after a short illness of croup, Elizabeth Grace, the beloved daughter of Mr. and Mrs. Benjamin Webster, aged 2 years and 7 months.

When we cease a precious blossom, That we touched with such care, Rudely taken from our bosom, How our aching hearts despair; 'Till the setting sun is low, Feeling all our hopes have perished, With the flower we cherished so.

SHIP NEWS.

PORT OF CHARLOTTETOWN.

ENTERED. Nov. 15—Schr. Alberta, Countaway, Chester, N. S., lime stone; St. Martin's Packet, LeBlanc, Pictou, coal; Rosena, Marchand, Pictou, coal; Mary Elizabeth, LeBlanc, Pictou, coal; Albertus, Hains, Richibucto, lumber; Hydra, Bondrot, Pictou, coal; Wallace, Reid, Cow Bay, coal; Alpha, Ganton, Pictou, coal; Stella, Swim, Halifax, mdse.

CLEARED. Nov. 15—C. Pearl, Smith, Bauteuche, mdse; Maggie, Higley, Tatamagouche, brick; Bounty, Sampson, Pictou, ballast; Rising Dawn, Sampson, Pictou, ballast; Spirit of the Day, Mason, Pictou, ballast; Fear Not, Conrod, New London, N. S., potatoes.

APPLES

I WILL SELL AT PUBLIC AUCTION, To-Morrow (Wednesday), 12th inst., AT 11 O'CLOCK, AT THE

Queen Street Auction Rooms, 100 barrels APPLES, in all varieties.

Nov. 15, 81. W. D. STEWART, Auctioneer.

WINTER APPLES.

BY AUCTION, TO-MORROW, WEDNESDAY, Nov. 16th, at 10.30 o'clock, at my Auction Room,— 50 barrels Nova Scotia APPLES, 15 barrels American BALDWIN'S.

To close consignments. A. McNEILL, Aucr. Nov. 15, '81.

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London House.

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OUR Fall and Winter

STOCK OF

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FROM LIVERPOOL,

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NOW OPEN!

—COMPRISING—

A Large Assortment of

PLAIN and FANCY DRESS GOODS, Black Cashmeres, Lustres, Meltons, Serges, best value.

WINCEYS—Plain and Twilled, all Colors and Qualities.

COTTONS—White, Grey and Printed, in English, Canadian and American makes.

MANTLE CLOTHS, Beavers, Pilots, Worsted Coatings, Scotch, English and Canadian Tweeds, a fine assortment.

MILLINERY—Ladies' Plush, Beaver and Straw Hats, Feathers, Flowers and Ornaments.

SKIRTS, SHAWLS, GLOVES, Hosiery, Thompson's Glove-fitting Corsets.

MEN'S and BOYS' HATS and CAPS, Fur and Cloth.

FLANNELS, Sheetings, Towels, Napkins, Table Linens.

CANVAS, Silesias, Casbains, Linings.

CANADIAN AND SCOTCH Wool Shirts and Drawers, Wool Scarfs, Blankets and Quilts, Small Wares, Braces, Braids, Buttons, Threads, Needles.

CASH BUYERS

will find this Stock complete, and very best value.

GEO. DVIES & CO.

September 30, 1881.

OUR STOCK OF CHRISTMAS CARDS

IS NOW OPEN for the inspection of the public, and comprise selections from the best publishers in Great Britain and United States, making the

LARGEST STOCK

BEST VARIETIES

WE HAVE EVER IMPORTED. They are arranged on sample sheets so that every Card can be seen by customers. We look with confidence for an

IMMENSE SALE,

as we are sure the Styles Will Commend Themselves Without any Puffing.

BREMNER BROS., 44 and 46 Queen St. Nov. 14, '81—61 whly 11, pat

BUTTER, HIDES, FISH, &c.

125 firkins Choice BUTTER, 100 qtls. No. 1 Large CODFISH, 500 oxen BONELESS FISH, 200 SHEEPSKINS, 5,000 lbs. COW HIDES, 500 cases BEEF, 300 cases MUTTON.

For sale by McDONALD, McDONALD & CO., Nov. 14, '81—31 South East.

W. C. BISHOP, SHIPPING

FORWARDING AGENT,

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PARTICULAR ATTENTION given to the Shipment of Lobsters and other Canned Goods, and collection of Custom Drawbacks thereon. Hollis, Cargoes, and Freights insured in first-class offices at most favorable rates. Consignments of Produce solicited, and prompt returns guaranteed. Correspondence solicited and answered promptly. Nov. 14, 1881—1yr

F. F. C.

JUST LANDED, ex ZINGA,— 16 cases of that celebrated brand of FINEST FRENCH COFFEE, as used in Paris and other Continental cities, put up in 5, 7 and 10 lb tins.

Is unsurpassed for strength and delicacy of flavor. WILLIAM DODD, Queen Square. Nov 10—cod tf pat

FOR SALE

THE Summerside Board of School Trustees hereby offer for sale Two Hot-air Furnaces with the fittings, which can be used for heating Churches or Dwelling Houses. These furnaces have not given good satisfaction in the Davies School, owing to the collar being unsuitable, which cannot be made suitable without incurring very great expense. The furnaces were made by Mr. Fawcett, of Sackville, and have been highly recommended for heating purposes. W. B. RAMSAY, Secretary School Board. Summerside, Nov. 7, '81—1w 2sw

THE place to get your Printing done is at the EXAMINER PRINTING ROOMS

WANTS, LOST, FOUND, &c.

LOST—Between Lower St. Peter's Road and Wright's Mills, a Carriage Wrapper, colored on inside. Finder will be rewarded by returning it to EXAMINER office. [no 15 31]

WANTED IMMEDIATELY, a first-class girl Coat Maker—also one to work on Pants and Vests. Apply to JONS BROS, Tailor and Cutter, Kent Street West. [no 15]

COOK WANTED—A good plain Cook wanted. Apply with references to Mrs. R. B. Fitzgerald, Knockrour. [no 14]

STRAYED from the owner's premises, on Sunday, the 6th inst., a large Newfoundland dog, jet black, with white paws. Any one knowing the whereabouts of said dog will be liberally rewarded by leaving information at the EXAMINER office. [no 14 if]

LOST—An American Three-Dollar gold piece with ring attached. The finder will be rewarded by leaving the same at the store of BREMNER BROS. [no 14 31]

WANTED IMMEDIATELY, a girl as Cook and capable of doing Pastry Baking. Apply at the EXAMINER office. [no 14]

TO LET, and immediate possession given, a pleasantly situated Cottage on St. David's Street. Rent moderate. Apply to Mr. Bruce Stewart on the above-named street, or to Thomas Carter, North River Post Office. [no 8 21 cod, wly 11]

BOARDERS WANTED—Two Boarders can be accommodated in a private family, near Prince of Wales College, at moderate rates. Apply, by letter, to C. C. P. O. 221. [no 31]

WANTED—Hides, Wool and Skins at the Spring Park Wool Shop, for which the highest cash price will be paid by C. F. BRUCE. [no 24]