

THE EXAMINER.

VOL. 4.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, SATURDAY, MARCH 29, 1879.

NO. 553

THE DAILY EXAMINER

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W. L. COTTON, J. W. MITCHELL,
Manager. Office Sup't

PRINCE EDWARD ISLAND RAILWAY.

TIME TABLE NO. 11.

Winter Arrangement.

ON AND AFTER
MONDAY, DECEMBER 30th, 1878.

Trains Going West.

STATIONS.	No. 1. Express.	No. 3 Mixed.
Georgetown	Dp 8.10 am	
Cardigan	" 8.35 "	
M. Stewart Jun	ar 9.55 "	
Royalty Jun.	dp 10.05 "	
Ch'town	" 11.20 "	
Royalty Jun.	dp 8.00 am	Dp 3.30 pm
N. Wiltshire	" 8.20 "	" 3.50 "
Hunter River	" 9.12 "	" 4.45 "
Breadalbane	" 9.30 "	" 5.03 "
County Line	" 10.08 "	" 5.41 "
Kensington	" 10.18 "	" 5.51 "
Summerside	" 11.00 "	" 6.30 "
Wellington	ar 11.30 "	ar 7.00 "
Fort Hill	dp 2.40 pm	
O'Leary	" 3.32 "	
Alberton	" 4.16 "	
Tignish	ar 5.33 "	
	ar 6.35 "	
	dp 5.40 "	
	ar 7.25 "	

Trains Going East.

STATIONS.	No. 2 Express.	No. 4 Mixed.
Tignish	Dp 7.00 am	
Alberton	" 7.45 "	
O'Leary	" 8.47 "	
Fort Hill	" 10.05 "	
Wellington	" 10.48 "	
Summerside	ar 11.40 "	
Kensington	dp 2.30 pm	Dp 8.45 am
County Line	" 3.00 "	" 9.15 "
Breadalbane	" 3.40 "	" 9.57 "
Hunter River	" 3.50 "	" 10.08 "
N. Wiltshire	" 4.23 "	" 10.47 "
Royalty Jun.	" 4.45 "	" 11.02 "
Ch'town	ar 6.00 "	ar 12.15 pm
Royalty Jun.	dp 2.55 "	
Mt. Stewart	" 3.15 "	
Cardigan	ar 4.30 "	
Georgetown	dp 4.40 "	
	ar 6.00 "	
	ar 6.25 "	

SOURIS BRANCH.

Going West. Going East.

STATIONS.	No. 5 Mixed.	No. 6 Mixed.
Souris	Dp 7.00	Dp 4.40
Harmony	" 7.23	" 5.22
St. Peters	" 8.42	" 5.54
Morell	" 9.13	" 7.12
Mt S'tw't Jnc	ar 9.55	ar 7.35

C. J. BRYDGES, WM. McKECHNIE,
Gen. Sup. Gov. Railways Supt. P. E. I. R.
Ch'town, Dec. 27, 1878.
p n e ar h pres ka sp sj ap 6i

MAIL NOTICE.

MAILS to be forwarded via Cape Traverse will be closed at this Office daily—Sundays excepted—at 8 o'clock p. m.
The mail for Great Britain, by Canadian Packet sailing from Halifax on Saturdays, will be closed here on Wednesdays at 8 o'clock, p. m.
The mail for Great Britain via New York will be closed on Thursdays at 8 o'clock, p. m.
Mails for all places West of Charlottetown receiving Mails by Railway Train or Postal Car, will be closed daily at 7 o'clock a. m.
Mails for Georgetown and Souris East, also for all places on the route to those points, will be closed daily at 2 o'clock, p. m.
Post Office open from 8 a. m., till 8 p. m.
A. A. MACDONALD, Postmaster.
Post Office, Charlottetown, }
20th Feb., 1879.

Comfort to Travellers.

THE undersigned will drive parties en route for CAPE TRAVERSE, on suitable terms, regularly, from this Station.
J. W. HUGHES,
JOHN HUGHES.
County Line Station, Feb. 14, 1879—2m



Examiner Office!

1879.

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AND AT

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Social News,
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A few Advertisements only, received.

J. W. MITCHELL, W. L. COTTON,
Office Sup't. Manager.

Charlottetown Church Directory.

ST. PAUL'S (CHURCH OF ENGLAND).—Queen Square—Morning and Evening Service every Sunday at 11 a. m. and 7 p. m. Sunday School at 2 1/2 p. m. Rev. David FitzGerald, Rector; Rev. Alfred Osborne, Curate.

ST. PETER'S (CHURCH OF ENGLAND).—Rochford Square.—Sunday Services—8 a. m., 11 a. m., and 7 p. m. Daily Services—Matins—9 a. m. Evensong—5 p. m., except Friday evenings, at 7.30 p. m. Rev. George W. Hodgson, Priest Incumbent.

ST. DUNSTON'S CATHEDRAL.—Morning Mass every Sunday at 8 a. m. High Mass at 10 a. m.; Vespers at 3 p. m. Mass at 7.30 a. m. throughout the week. Rev. Z. Boderault, Rev. S. Phelan, Pastors, FIRST METHODIST CHURCH—Prince Street—Service and Sermon every Sunday at 10.30 a. m. and 6.30 p. m. Sunday School at 2 p. m. Week Day Services—Tuesday and Thursdays at 7.30 p. m. Rev. John Lathern, Pastor.

SECOND METHODIST CHURCH—Prince Street.—Service and Sermon every Sunday at 10.30 a. m. and 6.30 p. m. Sunday School at 2 p. m. Week day service on Wednesday evening. Rev. George Steel, Pastor.

ST. JAMES' CHURCH (PRESBYTERIAN).—Powell Street.—Service and Sermon every Sunday at 11 a. m. and 6 1/2 p. m. Sunday School at 2 1/2 p. m. Rev. Kenneth McLennan, Pastor.

ZION CHURCH (PRESBYTERIAN).—Richmond Street.—Service and Sermon every Sunday at 11 a. m. and 7 p. m. Sunday School at 2 1/2 p. m. Rev. John McL. McLeod, Pastor.

PRESBYTERIAN CHURCH—Prince Street.—Rev. Dr. Murray, Pastor.—Hours of Service, 11 o'clock, a. m., 6.30 p. m. Sunday School at 2.30 p. m.

BAPTIST CHURCH—Great George Street.—Services and Sermon every Sunday at 11 o'clock a. m. and 6.30 o'clock p. m.; Sunday School at 2.30 p. m. Week day services—Monday at 7.30 p. m.; Bible Reading—Thursday at 7.30 p. m. and Friday at 8 p. m. Rev. D. G. McDonald, Minister.

BIBLE CHRISTIANS—Prince Street.—Service and Sermon every Sunday morning at 10.30 a. m. and 6.30 p. m. Sunday School at 2 p. m. Rev. W. S. Pascoe, Minister.

PRAYER MEETING in Y. M. C. A. every Sunday afternoon at 4 o'clock.

DISCIPLES OF CHRIST meet in New Church House, every Sunday at 10.30 a. m. and 6.30 p. m. Mr. J. A. Falgatter, Preacher.

PARLIAMENTARY CORRESPONDENCE OF THE "EXAMINER."

THE TARIFF.

As it Relates to P. E. Island.

OTTAWA, March 20.

MR. TILLEY opened his very able speech by comparing the position of affairs in the year of 1873 with the difficulties which confronted him at the present time. His comparison of the prosperity of the country when he was Finance Minister in 1873, with the depression in trade and want of confidence in mercantile transactions showed how his successors in office had managed to place the country in financial difficulties. The change of policy of the late Government respecting the construction of

THE PACIFIC RAILWAY

had involved the country in liabilities which are enormous. In 1873 the policy of Sir John's Government fixed a limit to the liabilities for that great work, but the changing, unsettled policy of the late Administration had been the cause of the use of expenditure of millions. Provision had to be made for the interest of money spent by the late Government, for which the country had not received one farthing's worth of benefit, and this provision was one of the great difficulties confronting him as Finance Minister. The policy of the present Government is to construct, if possible, the Pacific Railway largely out of the 200,000,000 acres of land unoccupied in the country through which the road will run. The Finance Minister said that in 1873 he could point with extreme satisfaction to the

INCREASED CAPITAL OF OUR BANKS

and the large dividends that were paid by them. To-day a different state of things existed. Bank shares were depreciated in value, dividends small and shareholders uncertain in many cases as to the value of the shares which they held and which had been considered a portion of their wealth. The various manufacturing industries which existed in 1873, giving employment to thousands, who consumed largely the products of the farm, were checked and the men who had been employed are now without work and consequently without the means to buy to any great extent from the farmer. Mr. Tilley pointed out the singular lack of attention to the financial state of the country manifested by Mr. Cartwright when that gentleman neglected to provide for the debt which was maturing between the 1st of November and the 1st of January. It will hardly be believed even by the most bitter opponent of Mr. Cartwright that he should have manifested such utter neglect of his duties as Finance Minister as to allow a debt of \$15,500,000 to mature without providing for the payment of that liability. The credit of the Dominion was on the verge of ruin, and it was only by the prompt action of Mr. Tilley that provision was made for the payment of the debt which had accrued, and by such provision the credit of the country had been saved. Mr. Tilley impressed strongly upon the attention of the House the fact that

A DEFICIT OF \$2,400,000

would occur under the old tariff. The expenditure of the late Government had so

increased that it was utterly impossible to meet the liabilities of the Dominion without increasing the revenue. This fact stared him so sternly in the face that whenever any changes were made in the Tariff it had to be regarded, and his hands were fettered so that increased taxation was forced upon him in many instances where he was disposed to make reductions. The 17 1/2 per cent. list would not have been raised; but many articles on it reduced to 15 per cent. tariff, if it had not been for the fact that a deficit of \$2,400,000 has to be met by some means. An additional loan would have been the way, perhaps, the Reformers would meet the difficulty, but the present Government, seeing the necessity of maintaining the credit of the country, have, therefore, raised the 17 1/2 per cent. list to 20 per cent. Notwithstanding the difficulties which appear in providing for the deficit of \$2,400,000,

A REDUCTION OF \$400,000

has been made in articles consumed principally by the poor man, in fact articles which form the necessities of life of all classes. Mr. Tilley brought out strongly the point that the duties on articles which form the necessities of life, and that are not produced in this country, would have been lowered still more if the credit of the country could be maintained without imposing duties to meet the deficit consequent upon the extravagant expenditure of the late Government. The reduction of duty on the imports of

MOLASSES

alone will amount to \$100,000. This will operate advantageously to the farmers and others of Prince Edward Island who consume large quantities of this commodity. It will also encourage the direct trade between the Island and the West Indies. Taking the direct imports upon which duty was paid in Charlottetown last year, we find that \$11,767.50 duty was paid on molasses. And in addition to this, large quantities of molasses were imported from Halifax upon which the duty had been paid at that port, which sum, added to the duty collected at Charlottetown, will give us the whole sum paid into the revenue by consumers on this article. The 10 per cent. reduction in duty on molasses must be calculated upon that molasses which was bought in Halifax out of bond as well as the quantity which was entered for home consumption on the Island. Ten per cent. on \$11,767.50—last year's duty—will give us a reduction of \$1,176.75; but it is impossible to ascertain the exact amount which was paid for duty to the Halifax merchant by those merchants on the Island who purchased there.

SUGAR

will not be effected to any great extent. Last year's imports of sugar into the Island from Great Britain and United States paid duty amounting to over \$15,000, all of which would be sugar above No. 14 Dutch standard. Much of this sugar was granulated and refined. The sugar refineries already constructed in the Dominion will now be able to supply the demand for this grade of sugar at less rates than is now paid for it. The article of

TEA

which Mr. Cartwright endeavored to increase the cost of, to consumers, but was compelled to lower the duty upon by the pressure from outside and inside the House, has been placed upon the list of goods bearing a specific, and ad valorem duty. The duty on tea has been reduced, which, of course, will enable merchants to sell it at a lower price to consumers. The saving on this article alone to the Island, basing the calculation upon last year's imports, will amount to \$3,483 for the article imported direct from England and that which was purchased in bond at Halifax and Montreal. In addition to the sum of \$3,483 saving, must be added tea that was imported from Halifax and Montreal upon which the duty had been paid in these ports before being purchased by Island importers, and which duty increased the price both to the importer and the consumer. The duty on

KEROSENE OIL,

of which so much is used, remains the same. The Government have shown that they carried out the policy respecting oil which they advocated while in Opposition. There might doubtless have been some more revenue raised by taxing light, to meet the deficit occasioned by the impolicy and extravagance of the late Government; but in every instance where it was possible the present Administration have endeavored to make articles used by the poor man as low as the demands upon the Treasury will permit. It is true that the duty on whiskey, brandy and wines has been raised, but still no man can complain of this, for that which is not a necessary must be a luxury; and if men will drink, let them contribute their share to the revenue, so as to cause a corresponding reduction on those articles of food which are necessary. On liquors there is a discrimination in favor of the poor man, for the drinks used by him bear a less duty than under the old tariff. Mr. Tilley, who is a temperance man, dwelt upon this subject with some emphasis, and said, from a moral standpoint, the reduction on

MALT LIQUORS

would be in favor of giving men a less injurious drink than alcoholic beverages made from other materials. The reduction in malt liquors was met by increasing the duty on wines and brandy. The men who can afford to drink these expensive beverages will contribute more largely to the revenue than formerly, and that system of making the poor man bear the chief burden of tax-

ation by paying more than his quota into the treasury, will be reversed.

TOBACCO,

manufactured and for excise purposes comes free of duty, and tobacco manufactured of Canadian leaf reduced from ten cents per pound to four cents, lowering the cost of this article to poor men six cents on the pound. A careful study of the tariff shows to any man acquainted with our imports that all articles heavily taxed can be produced in the Dominion in abundance.

SALT,

which, according to the Reform campaign statements was to be so heavily taxed, comes free of duty for the fisheries, and all salt imported from Great Britain and her colonies is also placed upon the free list.

FLOUR

has been taken from the free list, and a duty of fifty cents placed upon it. And while this may seem objectionable to consumers, yet the whole amount of duty on flour imported from the United States—taking last year's importations as the basis—would not amount to more than \$4,200, while duty on

CORNMEAL

would amount to \$2,450. This duty on flour can be saved to importers by bringing from Ontario to the Province a better article than that which has been imported from the United States. It has been frequently stated in the House of Commons, during the debate on the tariff, that a duty on flour cannot raise the price, because the country has a surplus. Mr. McKenzie repeated his statement that while Canada has more flour than she requires for home consumption, the price cannot be raised by a duty of fifty cents. Mr. Charlton (Opposition) made the statement that Canada produced nearly four million bushels of wheat more than she required for home use last year, that is taking the flour which was exported to foreign countries. It must be some satisfaction to

MECHANICS

who are now struggling for their rights on P. E. Island to find in Mr. Tilley's speech that encouragement in their several branches which has been hitherto denied them. The carriage maker, who has been compelled to witness second-hand American wagons sold almost at his very door, and whose business has languished because of this unfair trade, may now hope for a return of that brisk trade under which he prospered and was enabled to give employment to numerous workmen. Also

THE CABINET MAKER,

whose trade has almost been swept from him by importations of cheap American furniture, which was slaughtered in the market while his own manufacture have remained on hand for months and years—will find by the present tariff that he can now compete with the cheap and poorly manufactured that is imported from the United States. With a larger home trade, the cabinet-maker can give employment to additional hands, and those also who have been working half-time will find constant work. That the mechanics of Prince Edward Island have suffered from unfair competition, cannot be denied by even the most rabid supporter of the McKenzie party. Articles that can be manufactured on the Island, such as mowing machines, castings, carriages, furniture, etc., have been imported to a large extent and entered at a very low price for first cost. Salt water invoices have been made, and not only does the mechanic suffer by this system, but the revenue is defrauded. This trade, we are glad to say, has not been carried on by Island merchants, but by men who have come from the States or those who have shipped on consignment. The system Mr. Tilley proposes, of having competent and expert appraisers, will prevent such trade transactions; and the tariff, at its present rate, will prevent the slaughter of surplus manufactures from the United States, and which has worked detrimentally to the interests of mechanics on the Island.

THE Boston Advertiser—one of the ablest and most reliable papers published in Boston, states that "It must be admitted that, if Canada has the ambition to manufacture for herself, there is quite as much reason why she should adopt the protective system as that we should continue to maintain it. The older manufactures with us are better established, and are in a situation more nearly self-sustaining, irrespective of tariffs, than they are in the Dominion. Therefore, it is not for us to complain of unfavorable changes which the new tariff makes.

The Death-rate of

Our country is getting to be fearfully alarming, the average of life being lessened every year, without any reasonable cause, death resulting generally from the most insignificant origin. At this season of the year, especially, a cold is such a common thing that in the hurry of every day life we are apt to overlook the dangers attending it and often find, too late, that a Fever or Lung trouble has already set in. Thousands lose their lives in this way every winter, while had Boshee's German Syrup been taken, a cure would have resulted, and a large bill from a doctor been avoided. For all diseases of the Throat and Lungs, Boshee's German Syrup has proven itself to be the greatest discovery of its kind in medicine. Every Druggist in this country will tell you of its wonderful effect. Over 950,000 bottles sold last year, without a single failure known.