

THE DAILY EXAMINER.

TERMS:—FIVE DOLLARS A YEAR.

"This is true Liberty, when Free Born Men, having to advise the Public, may speak free."—EURIPIDES.

SINGLE COPIES TWO CENTS.

NEW SERIES.

CHARLOTTETOWN, P. E. ISLAND, WEDNESDAY, FEBRUARY 16, 1887.

VOL. 19.—NO. 217.

The Daily Examiner

is issued every evening by
The Examiner Publishing Co.

From their office, corner of Water and
Great George Streets, Charlottetown,
Prince Edward Island.

—RATES OF SUBSCRIPTION—

Six months.....\$2.50
Three months.....1.25
One month.....50

Advertising at moderate rates.
Contracts may be made for monthly, quarterly, half-yearly, or yearly advertisements, on application.

ALMANAC FOR FEBRUARY, 1887.

MOON'S CHANGES.

First Quarter 1st day, 4h. 14.3m., a. m.,
X. W. (below horizon).
Full Moon 8th day, 6h., 1.5m., a. m., W.
Last Quarter 14th day, 9h., 19.5m., p. m., S. W.
New Moon 22nd day, 5a., 27.7m., p. m., W.

DAY OF WEEK	Sun rises	Sun sets	Moon rises	Moon sets	High water	Day's length
1 Tuesday	7 28	4 49	11 29	3 33	9 31	10 4
2 Wednesday	27 5	1 11	5 4	3 38	3 4	31
3 Thursday	26 3	3 aft	33 5	5 4	37	
4 Friday	24 4	1 29	7 10	40		
5 Saturday	23 6	2 19	8 16	43		
6 Sunday	21 7	3 24	9 11	46		
7 Monday	19 8	4 34	10 0	49		
8 Tuesday	18 9	5 54	10 45	51		
9 Wednesday	17 11	7 10	11 37	54		
10 Thursday	16 13	8 29	12 10	57		
11 Friday	14 15	9 44	0 50	10 1		
12 Saturday	12 16	10 58	1 34	4		
13 Sunday	11 18	12 10	2 21	7		
14 Monday	9 19	0 8	3 16	10		
15 Tuesday	8 21	1 16	4 28	13		
16 Wednesday	7 23	2 19	5 49	16		
17 Thursday	6 24	3 18	7 6	19		
18 Friday	5 26	4 11	8 8	23		
19 Saturday	4 27	5 0	9 56	26		
20 Sunday	4 29	5 39	9 39	29		
21 Monday	3 30	6 10	10 10	32		
22 Tuesday	3 31	6 44	10 48	35		
23 Wednesday	3 33	7 12	11 24	38		
24 Thursday	3 34	7 38	11 51	42		
25 Friday	3 36	8 0	12 19	45		
26 Saturday	3 37	8 28	0 23	48		
27 Sunday	3 38	8 54	0 55	51		
28 Monday	3 40	9 22	1 30	10 55		

CARD.

THE EXAMINER PUBLISHING COMPANY, having lately added to their stock of fine and material for Job Printing, are better able than ever prepared to execute orders for Bill Boards, Letter Heads, Handbills of all kinds, Stationery, Business Cards, &c., promptly and cheaply, in the best style of the art.
None but first-class workmen are employed in their office, and, as they import their printing presses direct from the manufacturers, they are able to fill all orders on the most favorable terms.
The continued patronage of the public is respectfully solicited.
W. L. COTTON,
Manager.

Charlottetown, Nov. 16, 1886

CARD

THE Subscriber begs to notify the public that his business connection with Mr. D. A. Bruce having ended, by mutual consent, he intends to open a Merchant Tailor's Store, in the city, early in the Spring, when he hopes to receive the orders of his friends and to be favored with a share of public patronage.
JAMES McLEOD.
Charlottetown, Jan. 5, 1887.
—dy ex pat forks 2aw wly ex pat her 41

CARD.

MRS. E. RUTH wishes to announce to the ladies of Charlottetown that she is prepared to do SEWING AND DRESS-MAKING in the latest fashions, having had many years practical experience in the United States, persons can feel assured of getting every satisfaction.
Residence, Richmond Street, near Hillsborough Square.
Nov. 29—3no eod & wky

A CARD.

To all who are suffering from the errors and indiscretions of youth, nervous weakness, early decay, loss of manhood, &c., I will send a receipt that will cure you, FREE OF CHARGE. This great remedy was discovered by a missionary in South America. Send a self-addressed envelope to the REV. JOSEPH T. INMAN, Station D, New York City.

REMOVAL.

J. B. MACDONALD has removed for two months (while his own store is undergoing alterations) to the stand adjoining Messrs. Perkins & Stens, on the West Side of the Market Square, where he will sell off the balance of his stock of Dry Goods, Clothing and Gen's Furnishings, at prices that are bound to sell them.
Don't fail to call when shopping. If we have anything to suit you, you can buy cheap.
Special bargains given in ready-made Clothing, overcoats and Suits.
A few Men's Fur Coats left—will be sold cheap. Retailing for 25 cents per pound.
J. B. MACDONALD.
Feb. 2, 1887—dy wky

L. ARTHUR & CO.,

GENERAL Commission Merchants,
121 ATLANTIC AVENUE,
BOSTON, MASS.

Eggs and Produce a Specialty.
July 15—dy wky

P. E. ISLAND RAILWAY.

NOTICE.

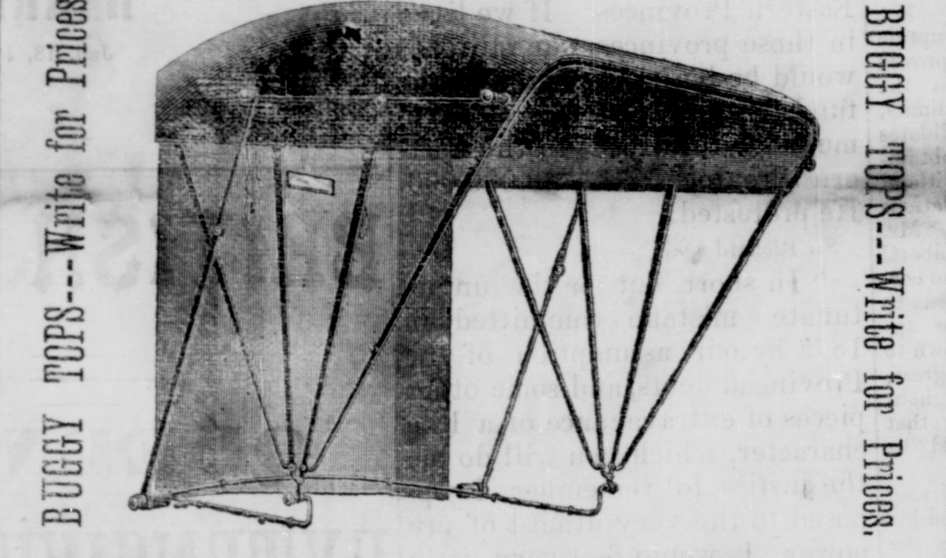
BEING the time the Winter Mail Service will be carried on, via "The Capes," or until further notice, a Special Passenger Train will leave Charlottetown for Cape Traverse at 8 p. m., Saturdays excepted, returning to Charlottetown on following days.
Special leaving at 8 p. m., on Saturdays, they will leave Charlottetown for Cape Traverse at 11 a. m., on Mondays, returning same day.
JAMES COLEMAN,
Superintendent.
Charlottetown, Feb. 2, 1887.
—dy wky prs 2 wls

Carriage Builders Complete Outfitting

Warehouse.

Everything in the Line at Lowest Prices.

BUGGY TOPS—Write for Prices.



BUGGY TOPS—Write for Prices.

We offer Better Value in BUGGY TOPS than any other

House in Canada.

NORTON & FENNEL,

CITY HARDWARE STORE, QUEEN STREET.
January 5, 1887.—2aw & wky

HORACE HASZARD,

MANUFACTURERS & GENERAL AGENT.

REPRESENTING:

The Nova Scotia Sugar Refinery (limited), Halifax, N. S.

Messrs. J. Lewenz & Hauser Bros., London, England—Teas.

Messrs. Robert Lamb & Co., Dundee, Scotland—Bags, Hessians, &c.

Messrs. Thomas Connor & Sons, Portland, N. B.—Ropes, Marlin and Twines.

J. F. Carter, Beverley, Mass.—Oiled Clothing, &c.

WESTERN FIRE ASSURANCE COMPANY.

Capital - - - - - \$1,000,000.00
Cash Assets - - - - - 1,188,200.46
Annual Income Over - - - - - 1,300,000.00

Risks taken on all descriptions of property at

Lowest Rates.

HORACE HASZARD,
Agent, P. E. Island.

SUN LIFE INSURANCE COMPANY

Head Office, 164 St. James St., Montreal.

Capital Subscribed - - - - - \$ 500,000.00
Total Assets - - - - - 1,411,004.33
Income, 1885 - - - - - 319,987.05

Agents wanted in unrepresented districts.

HORACE HASZARD,
Agent, P. E. Island.
Charlottetown, Jan. 13, 1887—1no eod

FIFTY PER CENT LESS THAN COLONIALS. FIFTY PER CENT LESS.

BOOKS! BOOKS!! BOOKS!!! GOOD NEWS FROM HOME!

LAWYERS, DOCTORS, CLERGYMEN, MERCHANTS, SCHOOLS and COLLEGES SUPPLIED.

BOOKBINDING, STATIONERY.

The undersigned, who attend Leading Book and Picture Sales, and are Purchasers of Valuable Private Libraries in England and the Continent, can supply Books at about 50 per cent. less than usual Cost Price. Pictures, Books, and MSS. bought on order. All new and second-hand Books and Reviews supplied on shortest notice. Libraries furnished throughout. Wholesale Bookbinding and Stationery at exceedingly low rates. Remit by Bank or Postal Draft with order.

J. MOSCRIPT PYE & CO.,
Export Booksellers, Stationers and Publishers,
154 WEST REGENT ST., GLASGOW,
SCOTLAND.
Nov. 13th, 1886—3 mos eod

CHARLOTTETOWN SASH AND DOOR FACTORY!

Peake's No. 3 Wharf,
R. PALMER & CO., PROPRIETORS.

We are now manufacturing and will sell at the Lowest Cash Prices:

Sashes, Doors, Window and Door Frames, Architraves, Spouting and Conductor Mouldings, Ballusters, Newel Posts, Stair Rails, Twists, &c.

We are prepared to do all kinds of Jobbing, in Planing, Joining, Morticing, Tenoning, Jig and Fret Sawing, Turning, &c.

All kinds of Gothic Windows for Churches made at shortest notice.

With new and first-class Machinery, and the latest appliances, we can insure the utmost satisfaction to all who favor us with their patronage.

Jan. 5, 1887.

THE SUBWAY.

Hon. Mr. Sullivan's Speech.

A MASTERLY EXPOSITION.

(Phonographic Report by Mr. Ozenham.)

HON. W. W. SULLIVAN—I am glad, Mr. Chairman, Ladies and Gentlemen, to be present to hear the Address of Hon. Senator Howland on the Subway. I was with him when he presented his Report on this matter to the Privy Council of Canada. Hon. Mr. Ferguson was also present. We were on our way to London, to the Colonial Office, to press the fulfilment of the terms of union respecting Winter Communication. When we arrived at Ottawa, Senator Howland was there. I suggested to Sir John McDonald that if he could have Mr. Howland present at a meeting of the Privy Council, and give him an opportunity to lay his Subway Scheme before the Government, they would be enabled to judge of its merits. This was agreed upon. Mr. Howland was only too glad to have an opportunity to lay his plans before the Dominion Government. I was greatly gratified to hear

THE VERY LUCID EXPLANATION

of the whole question which he made before the Privy Council. Sir John expressed his views, and said he was greatly pleased to appreciate, to some extent, the mode proposed for constructing this Subway, and that he would be glad if the question could be submitted to some practical engineer of high standing. He also said to the delegates: "You are going to England to complain of our not carrying out the Terms of Confederation with P. E. Island." I said: "Yes; but not of the present Government, in particular. Our complaint will be against all the various Governments of Canada, past and present." Sir John said: "Well, I always thought there was nothing in the scheme proposed by Senator Howland; but now I think I see that his scheme is practicable. I would advise you to consult some eminent engineer in England on this matter." He then gave me the names of some engineers of the highest standing in London. When I was in England on the mission to the Imperial Government, in connection with Winter Communication, having mentioned to the Colonial Minister that Sir John was not unwilling that the question of the feasibility of the Subway Scheme be submitted to some of the best engineers, I asked Lord Granville if he would have any objection to submit the names of some engineers in whom the public confidence could be placed. He appealed to Sir R. Herbert, who had a good deal of experience in matters in which the highest engineering skill had been employed. That gentleman replied that to-morrow he would give the names of some gentlemen in whom I might place entire confidence. Sir Chas. Tupper was present during this conversation. Next day, I accordingly received a letter of introduction to Sir Douglas Fox, and together with Mr. Ferguson and Sir Charles Tupper, called upon that gentleman. We submitted the Subway Scheme as fully as we could; for it must be remembered that it was not our business in London at that time. Our business was to endeavour to secure the fulfilment of the Terms of Confederation.

SIR DOUGLAS FOX

considered the question very carefully and said he would take some time to look into it more fully. Although we were not in a position to give the precise professional information necessary, in a case of that kind, as the survey of the Straits had not been made, it was his opinion that if the bottom of the Straits proved favorable, the scheme was practicable. Since then I have received several letters from that gentleman corroborating his former opinion. I am, therefore, extremely glad to know that Mr. Howland has lately had the assurance of Sir John McDonald of the latter's willingness to have the whole matter submitted to a competent Board of Engineers for their report thereon. I believe that everything is satisfactory, and that there are no difficulties in the way but those which can be surmounted; and if it can be clearly established that the Subway is practicable, I am quite convinced and fully satisfied, that the Government of Sir John McDonald will not hesitate to make the necessary expenditure for that work. Sir John himself told me so. If practicable, the cost will not be beyond the means of Canada. Senator Howland has shown that the whole work can be completed at a cost not exceeding five millions of dollars, and I am sure the Government of Canada will not hesitate to vote that comparatively trifling sum for the purpose of carrying out the Terms of Confederation with this Island. During some of our interviews with Lord Granville, Sir Charles Tupper was present, and said that the Government of Canada was quite willing to vote a reasonable sum of money to carry out the Terms of Union with this Province in the matter of winter communication. I have nothing new to say to you in reference to this question. Senator Howland is responsible for the Subway scheme, so far as it has been placed before the public. I favor it, because from the interview I had with

MR. WALTER SHANLEY,

he declared that the work was entirely practicable, and that it could be successfully completed at a cost not exceeding five millions of dollars. We have an election contest now approaching, and the great question to be decided is whether the present Government shall be sustained, or whether the Opposition led by Hon. E. Blake shall be placed in power. It is a question for us to answer as to which party is more likely to serve the interests of this Province. We should be fully prepared to give a decisive answer by the 22nd of this month. I shall, therefore, endeavor to call

your attention to some of the prominent questions now before the country. Only a few years ago Sir Charles Tupper proposed a grant in Parliament for the construction of the Cape Traverse Branch Line of Railway. Mr. McKenzie of the Opposition opposed the proposed expenditure, and declared that the Government of Canada had done very well for P. E. Island, and that they had carried out the Terms of Confederation to the utmost possible extent. Mr. Blake was present, and had not yet supplanted his Leader. Mr. Mackenzie undoubtedly spoke for his Party and not for himself alone. He was a straightforward, honest man, but is now in the shade. Mr. Blake professes to be a man of figures as well as a man of many words, and tried to show that it would be most unjust to the other Provinces to make the proposed expenditure for P. E. Island. He declared that the Dominion Government had expended in this Province nearly two millions of dollars to which it was not entitled, and that the proposed grant of \$180,000 for the Cape Traverse Branch Line should not be voted by the House of Commons. I have closely examined Mr. Blake's figures, and find that they were entirely astray, and that his statement was without foundation. Only the other day Mr. Blake, in referring to the Maritime Provinces and the Pacific Railway, declared that the whole of the expense of the construction of that railway was borne by his own Province of Ontario. He also referred to the grant for the construction of the Cape Breton Railway in the same manner, and spoke of the Subway proposed by Senator Howland as a

"WILD CAT SCHEME."

We all know his opinion is that a great part of all the burden caused by expenditure on public works falls upon Ontario. When we, therefore, contrast the views of the Opposition with those of the Government upon great public questions such as those alluded to, should we not consider well which of the two great political parties will be most disposed to carry out the Terms of Confederation with this Province by the construction of the Subway. Sir John Macdonald is

FULLY COMMITTED

to the construction of that great work. That fact has been fully established by Senator Howland this evening. Looking at Sir John's past record, we have good reason to be assured that, if proved to be feasible or practicable, he will have the work carried to successful completion. We know how the Government, while hampered and hindered by the base fabrications and slanders of their opponents, had that great work, the Pacific Railway, completed within half the time allotted to them. So foolishly were they treated, that the Syndicate were unable to raise a sufficient sum of money in the markets of the world to enable them to complete the construction of the road. The company, on account of that treatment, were forced to come to Parliament for a loan of \$30,000,000 to enable them to fulfil their contract. The Government and their supporters were taken by surprise, that in addition to twenty-five millions of dollars and twenty-five millions of acres of land granted to the contractors for the construction of the road, they were now called upon for a loan of 30 millions of dollars to help the syndicate through their difficulty. The Government proposed to grant the loan. We all remember the predictions of Messrs. Blake, Laurier, and the Opposition, rank and file, that not one dollar of that loan would ever be repaid. I, myself, heard Mr. Laurier make a speech on this matter, in which he declared that the Government were making a free gift to the syndicate of that loan, and that the country could not bear the great strain thus made upon it. Said he: "I would as soon expect the waters of the St. Lawrence to flow backward, as that the loan to the syndicate will ever be repaid." What has been the result? The Pacific Railway has been completed, and

THE WHOLE OF THE LOAN

has been repaid to the Government. Twenty millions of money were paid in cash, and ten millions in lands, at \$1.50 per acre. The Opposition say that too high a price was paid for the land. Well, they can be answered by their own arguments. When the contract for the construction of the C. P. Railway was about to be awarded, Mr. Blake, their leader, valued those lands at \$5 per acre. Other members of the Opposition valued them at \$4 per acre; but the lowest valuation made was that of Mr. Sheldon, viz., \$3.75 per acre. So you will see that the Government, in giving \$1.50 per acre, have had far value for the ten millions of dollars in lands. It is necessary that these facts should be considered by the people, and that they should not allow the dust to be thrown into their eyes. The syndicate, by extraordinary ability and perseverance, completed the C. P. Railway within five years less time than they were allowed for the work. Why was all this expenditure on the C. P. Railway made? It was done in order to keep faith with British Columbia. (Cheers.) Messrs. Blake, Mackenzie, and other Opposition members wanted to break the compact made with British Columbia at Confederation. Sir John opposed them in their attempt, and has always endeavored to keep faith with British Confederation. Now, if the Government ran such tremendous risks to keep faith with British Columbia, I think we may be sure they will do the same for this little Province, and they will not hesitate to undertake the trifling expenditure of five millions of dollars to carry out the compact made with us at Confederation. They will now be in a good position to turn their attention to the construction of the Subway, which has been so ably brought before them by my friend Mr. Howland. We are told that the public debt of the country is now 220 millions of dollars. This is an enormous debt, but how was it incurred? Was it all incurred by the present Govern-

ment? By no means. How was it incurred? In 1867 and 1873 the Government of Canada assumed all the debts of the several Provinces which united in Confederation, which debts amounted to 107 millions of dollars. During the year before last, a readjustment took place, when \$190,000 additional was placed to the credit of this Province at Ottawa, upon which we shall draw interest at five per cent. for all time to come. All the other Provinces of the Dominion had a proportional amount placed to their credit, and will draw interest thereon at the same rate. The remaining portion of the public debt was made up by subsidies to railways and canals. We are told that the \$25,000,000 paid the syndicate for the construction of the Pacific Railway will never be repaid. This statement is not correct. The Government still own an immense area of land in the Northwest. The even lots are for homesteading purposes, and the odd lots are for sale. The moneys received for the latter will be

USED AS A FUND

for the repayment of the cost of the C. P. Railway. Not a single dollar of the cost of that railway will therefore, be borne by the other Provinces of the Dominion. I should like to speak to you on other topics, but have confined my remarks to those particular subjects which are collateral to the Subway, in order that the people may see which of the two great parties of the Dominion it will be to their interest to support. Shall we support the party that built the Pacific Railway, or the party that have declared their want of faith in the Pacific Railway and the country through which it passes. It seems to me there cannot be two opinions as to what the people of this Island should do. If they cast aside those who are willing to support Sir John Macdonald and elect a majority to support the Opposition, led by Mr. Blake, they will proclaim that they have little or no interest in the matter of continuous steam communication with the Mainland of the Dominion by a Subway. That is a position which I believe our people are not disposed to take. Having travelled over a large portion of King's County within the past few days and having attended several public meetings I am proud to tell you the people there have made up their minds to elect the supporters of the present Government, led by Sir John Macdonald. (Loud and enthusiastic cheers.)

ADAMSON'S BOTANIC COUGH BALSAM

SAFE. SURE. PROMPT. 25 Cts.

A WONDERFUL REMEDY

Adamson's Botanic Cough Balsam. It is as pleasant as honey. Coughs, Colds, and Asthma, which lead to Consumption, have been speedily cured by the use of ADAMSON'S BALSAM after all other remedies have failed. Sufferers from either chronic coughs or bronchial affections, can resort to this great remedy, confident of obtaining speedy relief. Do not delay, get it at once.

FOR SALE BY ALL DRUGGISTS.

Bottled at St. Stevens, N. B., by the proprietors, F. W. KINSMAN & CO., Druggists, 363 4TH AVE. N. Y.

PURE GOLD GOODS

ARE THE BEST MADE.

ASK FOR THEM IN GAIN'S BOTTLES OR PACKAGES

THE LEADING LINES ARE

- BAKING POWDER
- FLAVORING EXTRACTS
- SHOE BLACKING
- STOVE POLISH
- COFFEES
- SPICES
- BORAX
- CURRY POWDER
- CELERY SALT
- MUSTARD
- POWDERED HERBS

ALL GOODS GUARANTEED GENUINE.

PURE GOLD MANTIC CO.

312 FRONT ST. EAST TORONTO.

HORSESHOEING.

HAVING secured the services of MR. WILLIAM TUCKER, a native of this Island, who has had nine years' experience as a Horse-shoer in the United States, I am prepared to supply a long-felt want in this line. Mr. Tucker has reduced horse-shoeing to a science, and is prepared to perform all classes of work in a common-sense and scientific manner. I need not inform the intelligent horse-owner that the skill of the horse and condition of the feet must be understood to weight a horse properly and to successfully operate thereon. Numerous patrons already admit the merits of the work performed, and recommend his system of shoeing. Customers can always depend on prompt attention and entire satisfaction.

W. J. FLECKER.
Charlottetown, Nov. 17, 1886.