

The Daily Examiner FEBRUARY 5, 1886.

The Northern Light.

That the Northern Light should run as long as she can, is admitted on all sides, and we are disposed to insist that she shall do so.

There is certainly no consistency between the statements of Mr. Lord and the officers of the Northern Light on the one side, and those of Mr. Gabriel McDonald, the Patriot and the Herald on the other.

The St. John Sun's Ottawa correspondent forwards the following Departmental statement of the whole matter:

I am informed that the Northern Light commenced her trips on the 14th of December last after the steamers of the Island Navigation Company ceased running, and up to the 22nd January, the date of the editorial referred to, had made a daily return trip to and from Pictou Landing and Georgetown, with the exception of a delay of three days from 26th December caused by a severe gale of wind, by which the steamer was damaged and disabled.

We may add that there is no truth whatever in the statement that of the Northern Light is kept in port because of her "increasing weakness."

Literary and Scientific Institute.

Two papers were read before the Institute last evening, one by George E. Full, Esq., on "Imperial Federation as it affects Canadian Interests, in Contrast with Annexation."

A lively discussion followed, the speakers being Rev. S. G. Lawson, and James McDonald, James Good, John Newson, J. W. Mulhally, W. L. Cotton, J. H. Reddin, Esq., and Dr. McLeod.

On next Thursday evening, a paper will be read by John McSwain, of the Model School, on "Industrial Education."

Meeting of the National League.

At a meeting of the National League, held in Dublin on the 2nd inst., Sexton, who presided, predicted that at the next election the Nationalists would combine with the Liberals and return 89 members to Parliament from Ireland.

The annual statement of the Town of Moncton has been published. From it we learn that the total receipts during 1885 from all sources were \$41,062.04, and the expenditure \$40,736.79, leaving a balance on hand December 31st of \$325.75.

Ice Rink Carnival at Summerside.

GRAND DISPLAY OF BUNTING—MAGNIFICENT COSTUMES—OVER 100 SKATERS.

ALTHOUGH the thermometer stood down among the zeroes on Thursday evening, Summerside turned out en masse to witness or take part in one of the most successful carnivals that we have seen on the Island.

LADIES.

- Mrs. Grady—Woman in White. Mrs. Kenneth Ellis—February. Mrs. Dr. Beairto—Autumn Leaves. Mrs. H. Mills—Spanish Lady.

GENTLEMEN.

- Alfred Steeves—Italian Count. Gordon Baker, J. D. Ramsay—John Alden. Fred Peters—Glewin. Harry Graves—Cavalry Officer.

Acknowledgment.

We, the undersigned Jurors empanelled to try Alexander Gillis for the murder of Patrick Callaghan, do hereby desire to express our appreciation of the attention shown us while shut in for eight days, not only by the Sheriff but by his Deputy and officers, and also by the keeper of the Court House, and would also say that the provisions supplied by Mr. Vatcher were all that could be desired.

- HENRY WOOD, Foreman. GEORGE BEER. JOHN McNEILL. WELINGTON YOUNG. JAMES WILLIS. CHRISTMAS BRYSTON. PAUL McPHER. JOSEPH ROBERTSON. WILLIAM R. LANE.

Supreme Court.

FEBRUARY 5, 1886. Henry, vs. Laird.—This case is still before the Court. The plaintiff's case is not yet closed.

P. E. I. AND THE MAINLAND.

The Straits of Northumberland Tunnel Scheme.

AN INTERVIEW OF THE SUBJECT WITH SENATOR HOWLAN—PROFESSOR BULL OF NEW YORK UNIVERSITY, AND MR. HAYDN H. HALL ADVOCATE THE SUBMARINE TUNNEL—IT MAY COST \$5,000,000, BUT THEY BELIEVE IT WILL PAY.

A Gazette representative called on the Senator yesterday to learn his views on the feasibility as well as the nature of the project. Professor Bull, an eminent New York scientist, and Mr. Haydn H. Hall, the patentee of the subaqueous tunnel, which it is intended to use, were in the room.

Senator Howlan, in reply to a request for information, described the scheme as follows: Four lines have this season been surveyed across the Straits of Northumberland which has resulted in finding a plane or plateau on which the tunnel tube can be successfully laid. The proposal is to build on each side piers inside the "board ice" into which the tube is laid some 2,000 feet, making the full length of the pipe or tunnel 6 1/2 miles, or about 5 1/2 miles nautical between the piers.

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"At what do you estimate the cost?" asked our representative. "About \$4,000,000. It will not be more than \$5,000,000 at most," he replied.

"How do you propose to move in the matter?"

"I have advocated the scheme before the Island people, and they are unanimous in their desire that the Government should appoint a survey, examine the models and data which I have obtained, and thus see that the scheme is practicable.

"They will not be expected to. It is a Dominion work, and the outlay will repay itself. There will be no money lost on the scheme."

Mr. Hall also minutely explained the details of his patent tunnel, and concluded by saying: "This plan of building is approved by many of the leading engineers of the United States and Canada, among which may be named Mr. Walter Shanley, M. P., Mr. A. L. Light, Professor Bull, professor of civil engineering in New York university.

Professor Bull explained that the project differed from the channel tunnel and the Mersey and Thames tunnels, inasmuch as in the latter instances the engineers had to dig a tunnel through the ground; in the present scheme they will sink, or rather construct, an iron tunnel to rest beneath the straits.—Montreal Gazette.

The Mutual Life's Record in 1885.

The result of the past year's operations of the Mutual Life Insurance Company are now known, and as usual will prove of general public interest. Life insurance companies are not delicate financial barometers, and their prosperity is not always an indication of the times.

We have paid to the widows and orphans of deceased policy-holders of the Mutual Life, the sum of \$14,402,049.90 during 1885. This is an average of \$48,000 for every working day of the year.

Table with 3 columns: Year ending, Assets, Income. Rows for Dec. 31st, 1881, 1882, 1883, 1884, 1885.

It will be seen that the growth of the company during the year 1885 was unusually large. The new business written was greater than at any other period since 1875, and the increase of both assets and income is far above the average of the past ten years.

NOTICE.

THE MERCHANTS BANK OF P. E. ISLAND, Charlottetown, Feb. 4th, 1886.

THE General Meeting of the Stockholders of the Merchants Bank of Prince Edward Island will be held at its office, in Charlottetown, on THURSDAY, MARCH 4th, at the hour of 11 a. m., for the election of Directors and transaction of other business.

CARD.

REFERRING to a notice in THE EXAMINER of 2nd inst., signed by P. H. Trainor, offering to rent the premises at present occupied by us, we wish to announce to our patrons that we have no intention of removing from our present place of business, that Mr. Trainor is not our landlord, and exercises no control over the premises.

Bank of P. E. I., in Liquidation.

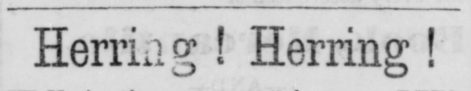
NOTICE is hereby given that a further Dividend of Five per Cent has been declared, payable on and after the Eighth day of FEBRUARY, instant. Dividend cheques can be had by parties entitled to them, on application at the office of the Liquidators.

Herring! Herring!

BY Auction, at my Salesroom, TUESDAY, 9th inst., at 1.30 p. m.—30 Brs. No. 1 LABRADOR HERRING. G. M. HARRIS, Auctioneer.

REGULAR TRADER.

"How do you propose to move in the matter?" "I have advocated the scheme before the Island people, and they are unanimous in their desire that the Government should appoint a survey, examine the models and data which I have obtained, and thus see that the scheme is practicable.



SPRING TRIP, 1886

From Liverpool to Charlottetown. The well known Clipper Bark "MOSELLE," R. RENDLE, Commander, now on the berth, will sail from Liverpool for Charlottetown, On or About 1st APRIL NEXT.

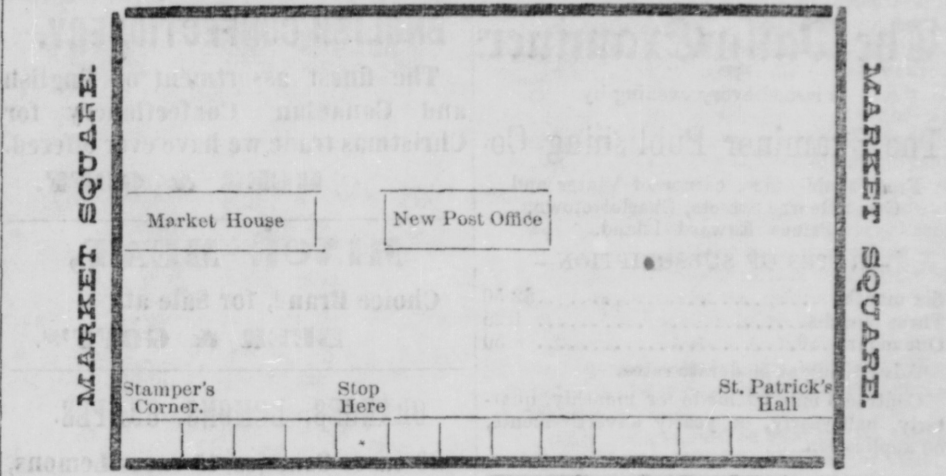
PEAKE BROS. & CO.

Carrying Freight at through rates to Pictou, Georgetown, Souris, Summerside, and Shediac.

LONG CLEAR BACON

MESS PORK, Breakfast Bacon, Spiced Bacon, and Lard, in car-lots or less quantities. Address: J. GRIFFIN, Pork Packer, St. Thomas, Ont. Jan. 15, '86—2aw 3mos

JAMES PATON & CO., SUCCESSORS TO W. A. WEEKS & CO., PRICES ALWAYS LOW!



Buy your Dry Goods from JAMES PATON & CO., the above Plan will show you where to find them. Ch'town, Jan. 19, 1886.

30 DAYS.

L. E. PROWSE requests a settlement of All Amounts due him within 30 days. Amounts not paid will be handed over for collection.

L. E. PROWSE, Sign of the BIG HAT, 74 Queen Street.

Facts Facts PERKINS & STERNS'

WELL-KNOWN LOW PRICES ARE BEING FURTHER REDUCED TO CLEAR BALANCE OF THIS SEASON'S STOCK.

Immense Discounts to clear balance of Fur-lined Cloaks.

Immense Discounts to clear balance of Winter Jackets.

Immense Discounts to clear balance of Millinery.

Dress Goods, Shawls and Hosiery Cut Away Down Very Low.

Just See the Prices we are Selling Blankets at.

HOLIDAY GOODS.

The Largest Stock, Newest Goods to be found—Useful and Ornamental. Prices to Please Everyone.

Our NEW, LARGE AND WELL-ASSORTED STOCK is now offered to the public at LOWEST POSSIBLE PRICES.

Let All Remember that we will not be Undersold by any House in the Trade.

SEE OUR PRICES BEFORE BUYING ELSEWHERE

PERKINS & STERNS.

Ch'town, Dec. 11, '85.

BOOK-BINDING, PAPER-RULING

BLANK-BOOK MAKING.

MONAGHAN'S BUILDING, QUEEN SQUARE.

ALL kinds of BOOK BINDING executed at Lowest Prices and with Quick Despatch. Ruling, Numbering and Perforating for the Trade promptly attended to. BLANK BOOKS A SPECIALTY. A Share of Patronage Solicited.

JAMES D. TAYLOR & CO.

QUEEN SQUARE. Ch'town, Jan. 12, '86—6mos 2aw