THE DAILY EXAMINER.

OCTOBER 27, 1887.

The Prince County Election Case.

THE election appeal case between Hackett and Perry was heard before five judges of the Supreme Court of Canada on Tuesday last—Judge Gwynne being the absent judge. Judgment was reserved. From advices, however, received here, as well as from the telegraphic reports of the argument, it is very probable that the appeal will be dismissed and Perry confirmed to his seat.

Three questions were raised in the case: First, is a person elected to the House of Assembly a member before he has taken his seat and sworn in? Mr. Justice Hensley in the trial in the Supreme Court of Prince Edward Island, decided that such person is a member before he takes the oath, and the Supreme Court of Canada are likely to affirm his ruling on that point.

The second question raised before the Court here was whether a member of the House of Assembly could resign his seat after a general election, and before the first meeting of the House thereafter. Judge Hensley held that he could not resign, and that therefore Perry's resignation did not vacate his seat. The judges of the Supreme Court of Canada are likely to reverse this part of Judge Hensley's decision, and if they do so, Hackett's appeal fails and Perry is confirmed in the seat.

If the Supreme Court arrive at this conclusion they will reverse not only the judgment of Judge Hensley, but also a decision of the Supreme Court of Ontario given in an election matter connected with a seat then held by the Hon. Edward Blake, in which the same question was raised, and in which the decision was similar to Judge Hensley's. That decision was not appealed from, but was acquiesced in by Mr. Blake, who must have considered it a proper one. It is on this point that Perry is likely to gain the appeal.

The third point in the Hackett-Perry case was in relation to the ferry license issued to Crossman at Lot 14. Perry, on the eve of the Dominion election, purchased an interest in this license, and claimed that by that purchase he became interested in a contract with the Government, and disqualified from holding his seat. Judge Hensley held that Perry's seat became vacant on that account, and that he therefore was qualified to be elected a member of the House of Commons.

If, however, the Supreme Court hold that Perry had properly resigned it will be unnecessary to decide the third point, and it is not likely that the Court will do so, although at the argument the Judges seemed to lean to the opinion that the assignment of the ferry license did not vacate Perry's seat in the Local House.

Fall Traffic.

IN former days almost all our shipments of produce were made late in the fall or early in the spring; now we are shipping continually by steamers so long as navigation is open. Consequently, though the volume of our shipments is much larger than it was, the fall rush is usually (and naturally) not so great as it used to be.

But the freight traffic of this fall is already taxing to the utmost the capacities of our steamers and sailing craft. The steamer at Summerside cannot take away the freight as fast as it offers, and quantities are every morning left on the wharf. It is very pleasing to see such an active demand for our oysters and potatoes, our sheep and our horses—so pleasing that passengers cheerfully put up with delays, *en route*, when they are not too long. We hope that as a result of an active traffic and good prices many of those of our farmers who are in debt will be able to shake off their encumbrances, and that a permanent addition will be made to the wealth of the Province.

The Y. M. C. A.

A SPECIAL meeting is to be held this evening for the purpose of discussing the position of our Y. M. C. A. This is one of the real live public institutions of the town and we hope to see it placed on a good footing as a result of the deliberations of this evening. It is proposed to appoint for it a permanent paid Secretary. The wonder is that the Association has lived so long without some such official.

THOMAS QUIRK, a night watchman in the employ of A. G. Jones & Co., Halifax, went to work in his usual health on Monday evening and on Tuesday afternoon his bod was found floating in an ajacent dock. There is nothing certain as to the cause of death, but it is supposed that he fell over the wharf in an apoplectic fit. He was respected by all who knew him.

A GUYSBORO despatch of the 24th says:—"A terrible accident happened in Manchester district on Friday. A young man named Walter Hart, of that place, while out snooting, accidentally discharged a shot gun, lodging the contents in his arm near the shoulder, frightfully mutilating it, and doing himself such serious damage that in all probability he will not live many days."

MRS. DOYLE, wife of the murdered Peter Doyle, and William Preeper, the man employed about Doyle's house, were arrested at Musquodoboit, N. S., on Monday, on suspicion of causing Doyle's death. An investigation was held before a magistrate, which resulted in the acquittal of the prisoners, there being no evidence against them. Detective Power, of Halifax, has taken the matter in hand.

WESTWARD, HO!

Notes, Comments and Descriptive Sketches

BY THE WAY.

Among the Mountains.

MEN AND THINGS CANADIAN

As Seen by "The Examiner" Abroad.

THE train leaves Calgary in the night. Following the course of the Bow River it rises, toilsomely, from one terrace (or bench) to another, passing the foothills in the dark and running far in among the Rockies ere morning dawns. The more distant views are cousequently lost to the ordinary traveller. But the nearer mountains are impressive even in the dark; and in the moonlight or at early dawn convey to the watchful passenger a better idea of grandeur and sublimity than can be obtained from them in the full light of day. Rising high and bare, their outlines clearly defined in the prevailing dimness, their sharp cut rugged peaks, whitened by a sprinkling of snow,—cold and hoar, and silent they stand, like sentinels of the Eternal.

At Camore, the Three Sisters loom up large in the moonlight; but we fail to see the silver stream pouring down the side of Cascade Mountain.

We pass by Banff with its medicinal hot springs and grand National Park, and Castle Mountain with its huge turrets and battlements, and reach, Field at the foot of Mount Stephen, by breakfast time,

It is said that Mount Stephen rises sheer above the railway track to a height of 8240 feet, or more than twelve thousand feet above the level of the sea. To a person standing on the platform of the hotel at Field, the altitude of the mountain does not seem so great. But it must be remembered that in among the mountains, as at Calgary, a person unused to mountain scenery is very apt to be deceived when trying to measure distances with the eye. A peak, or other point of interest, may seem to be only a few hundred yards off, and yet be miles away.

The summit of the Rocky Mountains was reached at Stephen Station. To this point the railway track follows the course of the Bow River. But here it begins to descend in a steep gradient, along the course of a noisy tributory of the Kicking Horse. A second locomotive is attached to the train to keep it from rushing through the pass and over the precipitous rocks, engines are reversed, and breaks put on. We move slowly—carefully; and so we have ample time to view the magnificent scenery on either hand.

We soon begin to note a change in the appearance of the mountains. Trees grow higher and higher up their sides. Their outlines are not so sharply defined. Instead of the clean-cut hardness of bare rocks, we see now immense masses of gravelly clay, and verdure well nigh up to the mountain tops. In some places, brilliant autumn leaves add beauty to the grandeur of the mountain scenes.

We reached the Glacier Hotel, in the midst of the Selkirks, shortly after noon. This hotel is in the style of a Swiss chalet. It is literally enclosed by mountains. The eye sees no means of exit from the deep valley which lies before it. A narrow, foaming mountain stream pours down the mountain side in front of it. The Illicilliwaet River rushes past its door. On the right and on the left are the perpetual glaciers. A small artificial fountain plays in front of it, and preparations are being made for a flower garden and an artificial lakelet to be stocked with fish. Everything about the Glacier Hotel is first-class—including the prices. It is a delightful place at which to "stop over," and the attractions it presents to those who are so happy as to be spending their honeymoon, are unsurpassed.

From it there is a path to one of the glaciers. The glacier (by the way) seems to be close at hand; but you have to walk two miles before you reach it. It is an immense mass of ice and snow—near the top of the mountain. The air around it is chill and rare. It is the source of a rushing mountain torrent, called the Illicilliwaet River—"Illicilliwaet," meaning "swift current."

By staying at the Glacier House, one gets an opportunity to examine the wonderful "loop" in the railway,—on which the train winds around and down the side of the mountain on the left, then turning sharply to the right, over high trestle bridges, runs in the opposite direction, but at a lower elevation, around the side of the same mountain; then curving to the left, crosses a high bridge over a broad valley through which the Illicilliwaet pours, and so descends six hundred feet in the course of two miles. An observer standing on the peaks above, and not aware of the trestle bridges, might, at this point, easily imagine the train to be a monstrous bird careering in the air.

The smell of the cedars, firs and tamaracs which cover the Selkirks is fragrant and wholesome—reminding one of home; and the evergreen slopes are pleasant to the eye. But the loose soil on which the trees grow is a continual menace to the railway. This is the section on which there is greatest danger from landslides, and here the Company have erected long lines of sheds, necessitating the lighting of the lamps in the cars when the train passes through them. These sheds are as strong as they can be made. The timber in them is of pine or cedar about a foot square, and they are skillfully contrived to withstand the dreaded avalanches. Thousands of men are now employed in building additional sheds for the protection of the track and the greater safety of trains, with their precious freight.

At Illicilliwaet Station we had the unexpected pleasure of meeting, for a moment, Mr. Del. DesBrisay (formerly of the P. E. Island Railway) who is there, hearty and well.

At Albert Canyon, the conductor kindly stopped the train for a few moments, in order that we might get a good view of the awful gorge in which the Illilliciwaet foams and roams three hundred and fifty feet below.

It is stated that there are in this locality no less than fifteen tunnels (most of them small) on eighteen miles of railway, while bridges over yawning canyons and rushing mountain streams are "too numerous to mention."

The most effective views are obtained while the train is skirting the mountains half way up their sides. Looking over the valley we see the lofty cedars rising hundreds of feet, straight and tapering as an arrow, and yet their topmost branches are far below. Turning our eyes upwards we see the peak of the high mountain opposite bathed in the glory of the sunshine, thousands of feet up. Anon the train crosses a lofty bridge and we gaze down, feeling a thrill, into a canyon, two, or it may be three hundred feet deep. The bridge over Stoney Creek is two hundred and ninety-three feet above its base, and I have been told that three of the men employed in erecting it became dizzy, fell over, and were killed. At times a splendid vista is opened, of winding river, and low valley, and rugged hillsides, and mountains rising peak above peak in the distance, as far as the eye can see.

Through scenes such as these we pass on to Revelstoke, a thriving mountain town. Besides its wealth of scenery the district about Revelstoke is rich in mines—£10,000,000 stg., having already (it is said) been taken from it in gold.

From Revelstoke the train takes the Eagle Pass—so-called from the fact that it was suggested to the engineers by the flight of an eagle—and is soon out of the Selkirks and into the Gold range. But night again shuts out the view. We skirt the Thompson River and the great Sashwap Lakes, and pass by Kamloops in the dark. At dawn we cross the Fraser River, and for some hours follow its high precipitious banks, over gorge and through tunnel, running at times on the very edge of the rock which overhangs the swiftly flowing river. On the opposite bank we can see the narrow, dangerous road travelled by the early Cariboo gold miners, and here and there, at the most exposed points, we note a lonely Indian, seated on his narrow scaffolding, slung from the rock above, with net ready set and spear in hand, watching the fish in the river below.

Yale is notable for the beauty of its situation—in the midst of an amphitheatre formed by mountains—with the Fraser rushing past—and also for the number of its vacant houses. Railways break down as well as build up. The C. P. R. has broken down Yale, which, before its advent, was an important point—the head of river navigation; and it has built up, out of the dense woods, Vancouver, the terminus of the line.

W. L. C.

LETTERS TO THE EDITOR.

The Bagpipes.

SIR,—In looking over a late number of the *Musical Herald*, published in Boston, I was a little surprised to learn that the bagpipes had been discarded in no less than four other countries, before they found their way into "the land o' cakes and brither Scots." It says:

"Although the bagpipes are described as the original national instruments of Scotland, where they had their origin, the statement is entirely incorrect. Their use, in fact dates back to a very remote period, being identical in character with the *ascaulus* of the ancient Greeks. They were afterwards introduced in Arabia and in ancient Italy. Indeed, the word *symphonia*, mentioned in the Book of Daniel, is by some antiquarians believed to refer to a species of bagpipe. They were not known in Scotland until near the end of the sixteenth century, the first authentic mention of them being in connection with the battle of Balvinnes, in 1594. It has been asserted that they were used as martial instruments at the battle of Bannockburn; but according to Froissart, each soldier then wore a little horn, with which he made a horrible noise. Some maintain that they were first brought to Scotland by Mary Queen of Scots. One thing, however, appears certain. They were not known 'over the border' until after they had fallen into disuse in England."

Probably the oft-repeated boast of Island clansmen that our first parents spoke in the Scottish vernacular, left me under the impression that the Scotch pipes were invented by the first man who settled in the highlands; but if I am to believe the musical scribe of this wild western sheet, the soul-stirring strains of the pipes were first attuned to Grecian lyrics.

I trust, sir, that this reflection upon a national instrument, which is supposed to have accompanied our brave ancestors through the fortunes of war, since time immemorial, will not pass unchallenged. Surely there is a "son of the heather" in little Prince Edward Island well enough versed in Scottish history to blow a blast for "Scotland yet,"—one sufficiently forcible to drown forever such meaningless "Yankee Doodle" as the above.

Yours very truly,

CELT.

Oct. 27, 1887.

HOTEL ARRIVALS.

RANKIN HOUSE.

Oct 26—J W Cross, T Tate, J Rogers, F A Prim, E W Heffern, J J Fairbairn, Montreal; Mrs McDonald, Miss Beer, Geo'town; D B D Stewart, Aberdeen, Scotland; C E McKeen, Newcastle, N B; Miss Doyle, Miss McCallum, Tignish; N T Todd, Halifax; Chas D Cory, St John; A J Peters, A Creeshing, Moncton; Miss McLeod, Halifax.

OSBORNE HOUSE.

Oct 26—R G Hawes, Providence, R I; J B Munton, New Haven, Conn; J A McDonald, D Ross, Orwell, Alex Raulston, Murray Harbor North; E K Caldwell, Rochester, NY; Alex Brown and wife, Stanley Bridge; J F Longley, Philadelphia, Pa; D R Campbell, Halifax; T C Creighton, Quebec; W L Sterns, Souris; A T Higginson, Montreal; John Moore, Bethel, Me. Oct 27—R C McLeod, S'side.

Caledonian Club of P. E. Island.

THE annual meeting of this Society, for the election of officers, took place on Tuesday evening last, at the Club Room, McEachern's Building, Queen Street. There was a very large attendance of members present.

The following gentlemen were elected officers of the Club for the ensuing year:

Chief—Hon. A. A. Macdonald, Lieut.-Governor (re-elected).

President—Lieut.-Colonel James D. Irving.

1st Vice-President—Jos. A. McDonald.

2nd " —Alex. McKenzie.

Treasurer—J. W. Morrison (re-elected).

Financial Secretary—Æneas Macdonald (re-elected).

Recording Secretary—John M. Campbell (re-elected).

Corresponding Secretary—James McIsaac.

Piper—Peter McFadyen (re-elected).

Board of Directors—A. C. McDonald, Montague Bridge; H. L. McDonald, Cardigan; R. J. Campbell, Charlottetown; Alex. R. Beaton, East Point; Neil McKelvie, Summerside; Capt. S. McRae, Charlottetown; John Cameron, do; Hon. Neil McLeod, do; Duncan McNeill, do.

President A. McNeill, who has occupied that position for several years past, declined re-election.

After the appointment of a committee to make arrangements for the usual St. Andrew's Dinner to take place on the evening of St. Andrew's Day, November 30, the Club adjourned.

J. MCISAAC,
Secretary *pro tem.*

$500 REWARD

CHARLES H. YEO was last seen alive in Charlottetown, on the third of January, 1887. He then had in his possession a large sum of money, and it is supposed that he has been murdered. The undersigned, therefore, offers the above reward to any person who will give such information as will lead to the discovery of the body and the apprehension and conviction of the murderers.

JAMES YEO.

Union Road, Oct. 27, 1887.—3i pd

BOOKS, &C

AT Auction, at Rooms, on FRIDAY, 28th inst., at 7 o'clock, p. m.,—

44 Volumes Harper's Magazines, strongly bound; 5 Vol. Scott's Commentary. 4 Copper Coal Scuttles; also, a lot of Books, various kinds, and 1 Violin.

A. H. B. MACGOWAN,
Auctioneer.

Ch'town, Oct. 26, 1887.—ts

AUCTION.

I WILL Sell at Auction, on the premises, Inkerman House, on FRIDAY, the 28th day of October, inst., at 2 o'clock, p. m.—

1 Good Driving Pony.
1 Pony Carriage.
1 Milch Cow.
1 Set Pony Harness.
2 Sets Carriage Harness.
2 Riding Saddles and Bridles.
1 Cart, 1 Set Cart Harness.
2 Driving Sleighs, 1 Wood Sleigh with Box
4 Buffalos, 1 Plow, 1 Set Harrows, 1 Scuffler, 1 Roller, 2 Wheelbarrows, 1 Grindstone, lot Tools, lot Plants, 1 Stack Straw.
Poultry, in Dorkins, Black Spanish, &c.

A. H. B. MACGOWAN,
Auctioneer.

Ch town, Oct. 24 26 27

Jubilee Singers.

THE Y. M. C. A. has secured the services of the

ORIGINAL COMPANY

of Jubilee Singers, from Fisk University, Nashville, Tenn., whose concerts in Charlottetown, in June, 1885, are remembered with so much pleasure. This Company will give two Concerts in the

Y. M. C. A. HALL,

ON THE EVENINGS OF

WEDNESDAY & THURSDAY,

NOVEMBER 2ND AND 3RD.

Tickets, 50 cents each, for sale at the Drug Stores and at the Store of Mr. G. H. Haszard, until 5 o'clock on the evening of the concert.

Should any tickets remain unsold they will be for sale at the door.

Not more than 500 tickets will be sold, and every purchaser is guaranteed a seat.

Doors open at 7.30; Concert will commence at 8 o'clock.

J. D. SEAMAN,
President of Y. M. C. A.

Ch'town, Oct. 26, 1887.

THE FURNESS STEAMSHIP CO'Y,

—BETWEEN—

HALIFAX AND LONDON.

IT is intended that those Steamers shall make the following sailings:

London to Halifax:

S.S. British Crown.....about Oct. 13th
S.S. Ulunda.....about Oct. 27th
S.S. Damara.....about Nov. 8th

Halifax to London:

S.S. Ulunda.....about Nov. 20th

Good Passenger Accommodation.
Freight both ways at low rates.
Through Bills of Lading from all points on P. E. Island, New Brunswick and Nova Scotia, to Continental and other ports.
For Rates of Freight and other particulars apply to

W. W. CLARKE,

or to PICKFORD & BLACK. Agent at Charlottetown, P. E. I. Halifax.

Oct. 17, 1887.

NOTICE.

IT is the intention of the undersigned to apply to the City Council for exemption from taxation on the new Roller Flour Mill.

CHARLOTTETOWN MILLING CO.

Oct. 26th, 1887.

HORSES---HORSES

WANTED IMMEDIATELY—25 Horses, weighing 1150 to 1400 lbs.: age 5 to 9 years. Apply to

W. S. MCKIE.

Ch'town, Oct. 21, 1887—ex & pat 4i

AUCTION.

ENGLISH PLATE GLASS

MIRRORS,

EX BARQUE "EREMA," FROM LIVERPOOL.

AT Auction, in Stevenson's Building, on Queen Street, on SATURDAY, October 29th, at 2 o'clock, p. m.,—

TEN LARGE MIRRORS.

These Glasses range in size from three feet square to six feet square, are of British Plate, and are by far the finest importation ever brought to P. E. Island.

The frames are rich gilt and very handsome.

They will all be sold, and bargains may be expected.

TERMS:—3 MONTHS.

A. McNEILL,
AUCTIONEER.

Charlottetown, Oct. 24th, 1887.

LONDON HOUSE

CLOTH SALE.

HAVING closed up our Tailoring Department, we shall Sell our Splendid Stock of

Beavers, Pilots,
Naps, Worsteds,
Scotch Tweeds,
English Tweeds,
Canadian Tweeds,

At from Twenty per cent. to Thirty-three and One-third per cent., Discount for CASH.

HARRIS & STEWART

SUCCESSORS TO

GEO. DAVIES & CO.

Ch'town, Oct. 21, 1887.—wky

Another Arrival of New Goods.

BY LAST STEAMER TO HALIFAX,

Perkins & Sterns

Have added more NEW GOODS to their already large stock of this Season's Importations.

Another Lot of New Cloths,
Another Lot of New Silks,
Another Lot of New Dress Goods,
Another Lot of New Trimmings.

Additions to all Departments and Everything Marked VERY CHEAP.

Perkins & Sterns

Oct. 14—dy & wky

THE LARGEST EXHIBITION

—OF—

Cheap Dry Goods and Clothing

IN THE CITY.

We Take First Prize for Cheapest and Best Goods.

OUR STOCK IS NOW COMPLETE.

See our Wonderful Bargains in DRESS GOODS,
" " " SACQUE CLOTHS,
" " " WOOLEN GOODS,
" " " FUR GOODS,
" " " CLOTHS OF ALL KINDS,
" " " IN EVERYTHING,

—AT—

JAMES PATON & CO'S,

Successors to W. A. WEEKS & CO.,

MARKET SQUARE.

Ch'town, Oct. 4, 1887.—dy & wky