

The Examiner

A WEEKLY JOURNAL OF POLITICS, LITERATURE AND NEWS.

"This is true Liberty, when Freeborn Men, having to advise the Public, may speak free."—Euripides.

VOL. XXII.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, MONDAY, APRIL 10, 1871.

[NO. 15.]

The Examiner

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or Colonial Publications, at the lowest cash
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P. R. BOWERS.

Business Cards.

HENRY J. GAFFNEY, M. D.
PHYSICIAN & SURGEON.
OFFICE IN
North American Hotel,
KENT STREET.
Charlottetown, Aug. 3, 1870.

MR. A. SMYTHE,
PROFESSOR OF MUSIC,
Has Removed his Academy to Water St.,
(Opposite the late Telegraph Office).
Pianoforte and Melodeon Tuning punc-
tually attended to.
July 25, 1870.

CARVELL BROTHERS,
AUCTIONEERS,
Commission Merchants,
AND
GENERAL AGENTS,
BANK BUILDING, QUEEN STREET,
Charlottetown, P. E. Island

A. McNEILL,
Reading Room Proprietor
COMMISSION MERCHANT
AND
AUCTIONEER.
CHARLOTTETOWN.
March 21, 1870.

SETH D. SHAW,
Attorney-At-Law, &c.
OFFICE—Corner of Great George
and Dorchester Streets.
Opposite City Hotel. Formerly occupied as
a Law Office by Charles Palmer, Esq.,
and recently by H. J. Cudall, Esq.
Charlottetown, - - - P. E. I.
May 31, 1869.

WILLIAM DODD,
Commission Merchant and
AUCTIONEER,
QUEEN SQUARE,
CHARLOTTETOWN, P. E. ISLAND.

H. HASZARD,
Commission Merchant,
GENERAL AGENT,
AND
AUCTIONEER
Upper Queen Street,
Charlottetown, - - - P. E. I.
N. B.—Orders from abroad, and the country
will receive prompt attention.
April 24, 1869.

Apothecaries' Hall,
The Old Stand, West Corner of Queen Square.
ESTABLISHED, 1810.
JUST RECEIVED, a fresh supply of FEL-
LONS' COMPOUND SYRUP OF HY-
POPHOSPHITES, and Wyeth Brothers' COM-
POUND SYRUP OF PHOSPHATES (Chemical
Food).
—ALSO—
A Good Assortment of Aniline
Dyes, Rosine, &c.
T. DESBRISAY.
Ch'town, Jan. 2, 1871.

A. HERMANS,
Bell-Hanger, Gun and Tin-Smith,
Dorchester Street,
(Next to "The Examiner" Office).
BEGS to return his thanks to the general
public, &c. for the liberal patronage extended
to him since his commencement in business,
and asks for a continuance of the same. He
keeps constantly on hand
A neat Assortment of
TINWARE, KITCHEN UTENSILS
&c., &c., &c.
ALL ORDERS in the above BUSINESS
will be punctually attended to.
Having lately made large purchases in the
Cheapest Markets, intended for House Builders,
such as
Gas Fitting, Water Closets,
Bell Fittings, &c., &c.
I am prepared to SELL THEM at RATES
AS LOW AS CAN BE HAD IN THE CITY,
and will fit them up in a good workmanlike style.
To a generous public, I would say, that
orders in THIS BRANCH OF MY BUSI-
NESS will be attended to with Despatch.
A Lot of First Class WATER COOLERS on
hand.
SAYER'S CRYSTAL BLUE,
Sold Cheaper than ever.
July 12, 1869.

BUFFALO ROBES.
NO. 1 WHOLE SKINS,
For Sale Cheap at
LONDON HOUSE!
G. & S. DAVIES,
Dec. 5, 1870.

Wool. — Wool.
CASH paid for WOOL, on delivery, at
the Store of
H. J. CALBECK.
Ch'town, May 20, 1870.

Iron Bedsteads.
A FEW Superior Iron Bedsteads, cheap for
Cash, at
NEWSON'S.
September 19, 1870.

Choice Retailing Sugar.
20 Hbls. Porto Rico SUGAR.
(Strictly Prime.)
For Sale Low.
MACCACHERN & CO.
"Italian Warehouse," 1m
March 13, 1871.

NO MORE BUYERS' COPPERS.
WE will give "the Buyer's Copper," and
pay the highest Market Price to farmers
concerned direct to our Warehouse, with
their cost.
CARVELL BROS.
Ch'town, Feb. 20, 1871.

Parliamentary.

HOUSE OF ASSEMBLY.

(Continued from last week's Extra.)

Hon. Mr. CALBECK said that although he had heard that it was the duty of the Opposition to oppose everything and offer nothing, he would not offer a faction's opposition. A reasonable opposition was productive of good, and a dredging machine was necessary for deepening the water at the sides of many of our public wharves, which, unless this was done, would require extending. Dredging would not do much less than building additional blocks to those wharves in order to reach a sufficient depth of water to permit vessels of any considerable size to lay at their sides. The scarcity of timber was now being felt in many parts of the country, and it was thus becoming costly. He thought there was now sufficient employment for a dredging machine, and would therefore support the Government in appropriating a sufficient sum for the purchase of one. He had been informed by a gentleman well acquainted with the state of our north shore harbors, that when the sand composing the bars across their mouths was disturbed by the keel of a vessel, a large part of it was carried away by the current, and a channel or gully was thus formed. The inhabitants in the neighborhood of some of these harbors, had expended quite a large amount of labor in obstructing the water and contracting the water to a narrow channel, in order that the sand might be carried away; and it, in fact, a dredging machine, the services of a dredging machine were added, those harbors might be greatly improved. In any reasonable expenditure for the improvement of our harbors, the Government should have his hearty support. A question of such vast importance to the people of this country, as the building of a Railroad, required the most serious deliberation, in accordance with the principles generally. If, after duly considering the matter, the Committee arrive at the conclusion that the resources of the colony are not sufficient to meet the annual expenditure required to carry out the undertaking, and that they would not be justified in taking immediate action thereon, it would be wise to defer the resolution in accordance with that conclusion. If the paragraph be passed without such a resolution, the House would be committed to the undertaking. He was not opposed to the general principle that Railroads were a great benefit to any country where much traffic is carried on, and he believed that the proposed House to add the facility to the transport of the productions of the country to a shipping place, and to provide for what are some times called luxuries. The farmer, if prosperous enough, should have a comfortable carriage in which to drive to church or market. Justly so, with regard to a railway, if the sources of the country are such that the production which would be necessary, it is expedient for the House to take the matter up, and proceed with it. A petition had been presented to the late House, while the late Government were in power praying for the construction of a Railway, and at that time given his views in reference to it, and expressed himself as strongly opposed to it. He had based his calculations of its cost on the expenditure on the lines of railway in the adjacent Provinces, but he now believed that a railroad might be built here at a much less cost, and as well adapted to the requirements of the country, so that he was not now as strongly opposed to the construction of a railway as he had formerly been. He believed that an offer had been made to the Government to build a railroad for £5,000 currency per mile, but he was not aware whether the rolling stock was included in that sum, or if the rolling stock was an important item, for he believed that a larger quantity would be required here, where the greater part of the transport of produce would be done in about two months, than where the traffic was more equalized throughout the year. There was not a railroad in the other Provinces, that was as well adapted to the requirements of the country, as that built for £5,000 currency per mile, and there were parts of them where a road could be built just as cheaply as in our own Island, besides having the advantage of a soil better suited for balancing the road. £9,000 currency, was the lowest, and £13,000 the average cost of the railroads in the Lower Provinces, and those were broad gauge roads. Admitting the difference of the cost of construction between the three feet six inch gauge and the four feet eight inch gauge, to be thirty per cent., £5,000 was a much lower estimate than he had yet heard of. If it were taken for granted that the contract would be entered into by the Government, and that the Company it struck him that a pretty heavy sum would still be required for purchasing the right of way. In Nova Scotia the right of way, the erection of fences and other incidental charges, had cost about £183 currency per mile; but if he had understood the Hon. Leader of the Government, the expense of fencing was included in the £5,000, and need not be reckoned. The right of way and other expenses over the contract, in this Island, he believed, would cost much more than in the adjacent Provinces, and might safely be put down at £30,000 per mile. He believed the total expenses of the road would amount to £30,000 per mile. He believed that the cost of the Brunswick lines passes through government lands, which would greatly lessen the cost; but it would not be so in this Island. All our right of way land, also the land required for stations and watering places would have to be purchased; and all this would swell the cost of the road. The length of the road would not be less than 130 miles, for it would be longer than the real distance, in order to meet the requirements of the people of the different localities. The cost of 130 miles, would be little over a million pounds currency; but allowing the cost per mile to be only £2,000, it would cost a little more than £260,000. He would ask whether any country had ever constructed the same number of miles of road, with the same population? Allowing our population had now reached 100,000, it would require 770 inhabitants to build a mile of railroad. The population of the Dominion in 1868, was estimated at 3,779,323, and the number of miles of railroad was 2495, which would be at the rate of one mile for 1569 persons. Nova Scotia, with a population of 300,000 in 1854, commenced to build 93 miles of railroad, which was completed in about four years; in 1867, it added 52 miles more, which made a total of 145 miles, being at the rate of one mile for 2069 persons. The Province of Nova Scotia commenced with only 93 miles, while we, with one-third the population would commence to build 130 miles of road, in addition to the proposed trunk line from Tignish to Georgetown, which would be a total of 145 miles, being at the rate of one mile for 2069 persons. The Province of Nova Scotia commenced with only 93 miles, while we, with one-third the population would commence to build 130 miles of road, in addition to the proposed trunk line from Tignish to Georgetown, which would be a total of 145 miles, being at the rate of one mile for 2069 persons.

Never. Our revenue may be set down at £200,000, but exclusive of payments for the proprietary estates will not be found to be more than £200,000, and if the railway be undertaken, it will involve the Colony in a debt equal to more than ten times our gross revenue. The advantages afforded by railroads in some countries are very great, but it must be remembered that a large portion of the productions of the country would not pass over our proposed road. He was not now in reference to railroads, but he believed that the cost of transporting by water was much less than by rail. This Island is only a narrow strip of land, and all its harbors were made easily accessible for small vessels, produce could be conveyed at far less cost than by railroad, and the trade on the road would not be thereby lessened very considerably. If a farmer, in taking his produce to market, had any considerable distance to cart it to a railway station, he would prefer to take it a little farther, and save the expense which would be incurred in sending it by rail. He admitted that the road would be a great benefit to the country, but he would not be in favor of the construction of a railroad or not. The hon. member had given a piece of information which he, no doubt, considered was not generally known, viz., that when the exports of a country increase, the imports increase also. That the increase of trade and the consequent increase of revenue caused by the advantages offered by a railroad, would materially assist in paying the interest on the debt incurred in the construction of the road, had been stated by other members of the Committee. The hon. member after examining the paragraph, stated that there was nothing committed to it; but immediately turned round and stated that hon. members did not enter their protest against it, they would sanction the construction of a railroad. The only arguments of any consequence which the hon. member had given were strongly in favor of a railway; and not only had the hon. member for West River done so, but every hon. member of the Committee had made remarks in the same strain, showing the advantages which a railroad would afford to the country. The hon. member for Tryon (Mr. Howatt) did not wonder that all the people of the other Provinces were in favor of railroads. The principal objection which hon. members of the Opposition seemed to offer, was that the construction of a railway should not be undertaken by the Government; if a railway were built by a private company, they (hon. members of the Opposition) would support it by a subsidy. The paragraph did not state whether the road should be supported by subsidy, or by the Government taking the whole matter in hand; it had merely been stated by himself, as Leader of the Government, that proposals had been made to the Government to construct a railroad, with stations, rolling stock and all necessary equipments complete, for £500 currency; but there was nothing committing the Government to take action upon it. One hon. member had stated that as much as £20,000 annually had been given a single company as subsidy by the Government of Nova Scotia to sustain one of her railroads. It should be remembered that if our railroad were undertaken by the Government no money would be granted away in that manner, for the road would be the property of the Colony, and whatever returns it would make would assist in paying its expenses. It had been stated that no country in the world had undertaken a work so great as the Island of Mauritius, only about one-third the extent of this Island, although the population is much larger, and composed principally of coolies, and having a very few Europeans had expended upon railroads the sum of £1,200,000 sterling. The United States have six thousand miles of railway, and if we set the population down at forty millions, which is outside the mark, we will find that they have only about six hundred and sixty people to every mile of railway.

Hon. Mr. CALBECK.—Our population would be only 770 for each mile of Railway, and if Branches were extended to all the principal localities, there would be only half that number of people to the mile of road.

Hon. LEADER OF THE GOVERNMENT.—As the resources of the country are developed, the population of the country will be greatly increased. No scheme has been prepared by the Government, the statement in the speech is merely, that the facilities for the transport and shipment of the productions of the Island are now inadequate, and that it would be well for the House to consider the expediency of constructing a Railroad through the Island. The hon. member for Belfast had no objection to the paragraph, but would amend it by adding to it. The hon. member had made a bundle of everything he had submitted to the House, and if his amendment were added to the paragraph, the House would stultify itself, and do a very great injury to the country. He (Hon. Leader of the Government) believed there was madness enough among the population of this Island to undertake such a work as the construction of a Railroad, and other works in addition, for the purpose of opening up the country, and developing its resources. He believed that no man could foretell the effects which a Railroad would produce upon the trade of the country. An appeal to the people at the polls, as the hon. member for Belfast (Hon. Mr. Davies) spells it in the amendment which he submitted, would not doubt serve his own purposes, but would not really show the opinions of the people in reference to a Railroad. Several members of the Opposition had stated that a Railroad should not be forced upon the country. Well, neither would it be forced upon the country, the Government had never attempted such a course, nor did they intend to do so. A Railway would not be undertaken, unless the Government found that the majority of the people are in favor of it; and even then, the measure could only be carried by a majority of the members of the House of Assembly. If the majority of the people are in favor of the construction of a railroad, then it would be the duty of the Government to bring the matter forward and pass a law for the purpose of carrying out what they believed would be for the best interests of the country. "Go for the poles," says the hon. member for Belfast. "No doubt," if this were done the hon. member would bring up the Quit Rent question, Escheat, the School Question and others in order to produce an agitation among the people in the hope that it would

be the means of placing him upon the Treasury Benches. He (Hon. Leader of the Government) would tell the hon. member for his comfort, that it is not the intention of the Government to go to the polls on the Question, and that they do not intend to force it upon the people. The Government had quite pluck and energy enough to undertake the matter, if necessary to do so, and it is found that the people require it.

Hon. ATTORNEY GENERAL said that it had been stated by the hon. member for West River (Hon. Mr. Calbeck) that the construction of a trunk line of railroad through this Island, at £5,000 per mile, would be such a vast undertaking in proportion to our population and resources that it would be without a parallel in the history of the world. The hon. member asked where were the people who had undertaken so much in proportion to their number and the extent of their country? He (Hon. Atty. General) did not think it would be necessary to go far to find a parallel case. The railroad from Shediac to St. John, N. B., was built at a cost of £12,000 per mile, N. B. currency, and extends 115 miles. The population of the Province was, at that time about 250,000, while our population is now about 100,000. This would show that their burden would be about the same per head as ours would be. It must be remembered that our present taxation is very light, and that our debt is very small indeed, so that we are in a good position, financially, to undertake the construction of a railroad. The hon. member for West River (Hon. Mr. Calbeck) had four years trial of the Land Question, and his colleague in the late Government declared that it was settled. Why does the hon. member for West River now come forward and declare that the Land Question is not settled, and that the proprietary estates must be purchased before a railway can be undertaken? Will the hon. member state how the question is likely to be settled? A certain gentleman, now in his grave, spent his lifetime in endeavoring to settle it, but failed; and it is very likely that the hon. member for Belfast will not see the question settled in his lifetime. How the railroad was going to interfere with the settlement of the Land Question he (Hon. Atty. General) could not see. If it does not improve the value of the estates and causes no larger income to be derived from them by the proprietors, how would it render the purchase more difficult? Only about one-fourth of the proprietors, and if they are to be enriched to such a great degree how much better not be enriched also? No better argument could be given in favor of a railway than to state that it will increase the value of the lands of the Colony. Land leased for 999 years is a freehold to all intents and purposes; and any benefits that may accrue from a railway will be received by the leaseholder and not by the proprietor. How then can the proprietary lands be increased in value? What is it that makes land valuable? It is valuable in proportion to what can be got out of it. As far going to the people at the polls and submitting the question to them, he (Hon. Atty. General) was not afraid to do so at any time. As far as the Government is concerned, he was not afraid to appeal to the people, for no intelligent man condemns the principle upon which it was formed. Tenant League members would, no doubt, delight to get another opportunity to try to get hold of the reins of power, by appealing to the people at the polls. If the amendment of the hon. member for Belfast, were submitted to the people themselves, they would laugh the thing to scorn. I. O.

Hon. LEADER OF THE GOVERNMENT.—I do not think it necessary at the present time, to call upon the Government to enter into an explanation of their plans. The paragraph we are discussing merely states—"that the expediency of constructing a railroad through the Island will receive our most serious consideration." The proper time to debate on the details will be when a Bill shall be brought before the House.

Mr. McMILLAN.—Mr. Chairman, the paragraph before us is correct enough as far as it goes. I have considered this question as carefully as I could before coming to this House this Session. I am in favor of railroads as much as any man, as far as the circumstances of the country can afford them, and my name may be found signed to a petition advocating their construction. I recollect a meeting held at Summerside some two years ago, at which a leading man of that place, advocating the introduction of railroads, was laughed at to scorn by a prominent member of the then existing and present Government, who frightened him so much that I believe he would not ride in a car from Shediac to St. John, unless dragged into it. (Laughter.) At that time the plea against railroads was the want of money to build them; now, it seems we have abundance of cash to build not only a trunk line but also branches, making altogether, perhaps, 200 miles. Figures have been brought forward on both sides, and, for my part, I don't know which are correct. I will not go for any railroad until proper surveys and estimates are obtained and submitted to the House, and laid before the country. No company could, or would, make an offer without knowing the length of line and the nature of the land through which it is to be carried. If the road is carried by the most direct line between Alberton and Georgetown, the cost of bridges may fairly be taken at £1,000 of the whole distance. If the larger streams are to be avoided, the line will necessarily be longer, but, at the same time, cheaper. Now, which route is to be taken? Where the road goes through private property, I am willing to admit that in some cases the land damages may be light, but in many instances they would be very heavy, as the railway would cut up farms, to the serious loss and inconvenience of the owners. I have seen, in some of the papers, a statement to the effect that a road could be built in the Island for £3,000 sterling a mile. If the work was publicly tendered for, the sterling might be reduced to currency. I consider that if the longer line is adopted the length of the line will be at least 130 miles, and although our soil is comparatively level and free from rocks, yet it should be borne in mind that labor here commands a higher price than in Canada. I admit that the narrow gauge is cheaper than the broad, and may be well adapted to the Island. But if we are to have railroads at all, they should be let by tender, and good security taken for the performance of the contract. The proper time for discussing this matter will be when a bill on the subject is introduced. I believe that a majority of the people of Summerside is in favor of it. I will support a motion to survey, after which let the Government appoint an efficient Commissioner to locate the line and lay his report before the country. It is unjust to the people to force such a measure through the Legislature. The Intercolonial Railroad, now being built through Canada, New Brunswick, and Nova Scotia, has been in agitation for twenty years or more.

MAILS!

Winter Arrangement.

THE Mails for the United States and the Dominion of Canada will, until further notice, be closed at this Office every TUESDAY, THURSDAY and SATURDAY evenings, at 7 o'clock.

Mails for Great Britain, Newfoundland, and the West Indies, will be closed every alternate THURSDAY and SATURDAY evenings, at 7 o'clock, as follows, viz:

Thursday, 24th Jan'y,	Saturday, 14th March
Saturday, 7th do	Thursday, 16th do
Thursday, 19th do	Saturday, 18th do
Saturday, 21st do	Thursday, 20th do
Thursday, 2nd Feb'y,	Saturday, 12th April
Saturday, 4th do	Thursday, 13th do
Thursday, 16th do	Saturday, 15th do
Saturday, 18th do	Thursday, 27th do
Thursday, 2nd M'ch	Saturday, 29th do

Letters to be registered and Newspapers must be posted at least half an hour before the time of closing the Mails.

JOHN A. MACDONALD,
Postmaster General,
General Post Office, Ch'town,
Jan. 2nd 1871.

MAILS.

Alteration in time of dispatching Southern Mails.

UNTIL FURTHER NOTICE, MAILS for the Southern route will be made up at this Office, as follows:

For Southampton, Lot 49, Cherry Valley, Vernon River, Summerside, New Perth and Georgetown, every morning, (Sunday excepted,) at 8.30 o'clock.

For Montague Bridge, every Monday, Tuesday, Thursday, and Friday morning, at 8.30 o'clock.

For Vernon River Bridge, Orwell, Montague Cross, Belfast, Point Prim, Belle Creque, Flat River, West Islands, Little Canada, Kings, Murray Harbor Road, Caledonia, Murray River, Murray Harbor South, Sturgeon, Murray Harbor North, Cardigan, Dundas, and Lot 56, every Tuesday and Friday morning, at 8.30 o'clock.

For Brooklyn and Brown's Creek, every Tuesday morning, at 8.30 o'clock.

For Monaghan, De Gros Mare, and P.E. St. R. Road, every Friday morning, at 8.30 o'clock.

JOHN A. MACDONALD,
Postmaster General,
General Post Office, Ch'town,
March 10, 1871.

MAILS.

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For Monaghan, De Gros Mare, and P.E. St. R. Road, every Friday morning, at 8.30 o'clock.

JOHN A. MACDONALD,
Postmaster General,
General Post Office, Ch'town,
March 10, 1871.

Apothecaries' Hall,

The Old Stand, West Corner of Queen Square.
ESTABLISHED, 1810.

By Steamer City of Cork from ENGLAND, Irrigantine James from MONTREAL, and other recent arrivals, the undersigned has completed his importations for the winter, consisting of

GENUINE DRUGS & CHEMICALS,

Dye Stuffs, Varnishes, Paints, Oils, Colors, &c.

PATENT MEDICINES, PERFUMERY, TOILET ARTICLES, &c., &c.

The whole of which will be sold at a small advance on cost.

Special attention, by an experienced hand, to the preparation by day and night of Physicians' prescriptions and private recipes.

T. DESBRISAY.
Charlottetown, Jan. 2, 1871.

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THE WHITE HAND.

A NEW PERFUME Preparation for rendering the hands soft and white, without injury to the skin. The "HONEY" Perfume, deodorized with great success to the late GEORGE PARSONS, Esq., the Philanthropist, the New Perfection.

Ess. of Lime Tree Blossoms.

Sterilize Perfumes, Gabriel's celebrated preparations for the tooth, Bimble's, Gosselin's, Edie's, Greenish's, (Gleeser's, Jeabury & Brown's, Lowe's, Bridesburg's & Man, Son & Thomp's Perfumes and Toilet requisites, Crown of England, Oval and Square Jars, Toilet Bottles, Cut Glass (gold and silver top) scented Bottles, Cosmetics, Pomades, Hair Restorers, Hair Dyes, Pearl Powders, and Powders for removing sunburned Hair, &c., &c., &c. Hair, Tooth, Nail, Shaving, Plate and Clothes BRUSHES in great variety.

W. R. WATSON.
City Drug Store, Victoria Building,
Charlottetown, Jan. 2, 1871.

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