

THE EXAMINER.

VOL. 2.

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THE DAILY EXAMINER.

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Charlottetown, P. E. I.

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PRINCE EDWARD ISLAND RAILWAY.

TIME TABLE NO. 8.

WINTER ARRANGEMENT.

To come into force MONDAY, DEC. 24, 1877

TRAINS GOING WEST.

| STATIONS. | No. 5 EXPRESS | P. M. |
|------------------------|---------------|----------|
| GEORGETOWN | Dp. 8.00 | |
| Cardigan | " 9.02 | |
| Mount Stewart Junction | Ar. 10.25 | |
| Royalty Junction | Dp. 10.35 | |
| | " 11.46 | |
| CHARLOTTETOWN | P. M. | P. M. |
| | Ar. 12.10 | Dp. 2.40 |
| | Dp. 9.00 | |
| Royalty Junction | " 9.25 | " 3.05 |
| North Wiltshire | " 10.22 | " 4.02 |
| Hunter River | " 10.40 | " 4.20 |
| Bradalbane | " 11.18 | " 5.00 |
| County Line | " 11.28 | " 5.10 |
| | P. M. | P. M. |
| Kensington | " 12.07 | " 5.50 |
| SUMMERSIDE | Ar. 12.45 | |
| | Dp. 2.00 | " 6.20 |
| Wellington | " 2.45 | |
| Port Hill | " 3.28 | |
| O'Leary | " 4.43 | |
| Alberton | " 5.45 | |
| Tignish | " 6.35 | |

TRAINS GOING EAST.

| STATIONS. | No. 2 EXPRESS | No. 4 MIXED. |
|-------------------|---------------|--------------|
| TIGNISH | Dp. 8.00 | |
| ALBERTON | " 8.55 | |
| O'Leary | " 9.52 | |
| Port Hill | " 11.07 | |
| Wellington | " 11.48 | |
| | P. M. | A. M. |
| SUMMERSIDE | Ar. 12.35 | Dp. 8.35 |
| | Dp. 2.10 | " 9.12 |
| Kensington | " 2.48 | " 9.50 |
| County Line | " 3.30 | " 10.10 |
| Bradalbane | " 3.40 | " 10.40 |
| Hunter River | " 4.20 | " 10.58 |
| North Wiltshire | " 4.35 | " 11.56 |
| Royalty Junction | " 5.30 | |
| CHARLOTTETOWN | Ar. 5.55 | |
| | Dp. 2.05 | " 12.20 |
| Royalty Junction | " 2.30 | |
| MT. STEWART Junc. | Ar. 3.40 | |
| | Dp. 3.50 | |
| Cardigan | " 5.12 | |
| GEORGETOWN. | Ar. 5.40 | |

SOURIS BRANCH.

Going West. Going East.

| STATIONS. | No. 5 MIXED. | STATIONS. | No. 6 MIXED. |
|-------------------|--------------|-----------------|--------------|
| Souris | Dp. 7.30 | Mt. St. w't Jc. | Dp. 3.50 |
| Harmony | " 7.55 | Lot 4 | " 4.26 |
| St. Peter's | " 9.10 | Morell | " 4.32 |
| Morell | " 9.42 | St. Peter's | " 5.05 |
| Lot 4 | " 9.48 | Harmony | " 6.20 |
| Mt. St. w't Junc. | Ar. 10.25 | Souris | Ar. 6.45 |

C. J. BRYDGES, W. McKECHNIE
Gen. Superintendent Sup't. P. E. I.
Govt. Railways. Railway.

Notice to the Public!

SUPPLIES for the "Soup Kitchen" will reach the Committee if left at the Store of Mr. Alex. Horne, Corner of Queen and Fitzroy Streets.
Donations of money will be received by them through Dr. Dodd and Mr. J. Quirk.
N. B.—Food for the sick carefully prepared by the Committee.
Nov. 30, 1877.

Bank of P. E. Island.

THE Annual Meeting of the Stockholders of this Bank will be held at their Banking House, in Charlottetown, on TUESDAY, the fifth day of March next, at 12 o'clock, noon, for the purpose of electing Directors for the ensuing year, and the transaction of such other business as may be laid before them.
Proxies for voting must be left with the Cashier at least one day previous to the meeting.
J. R. BRECKEN, Cashier.
Ch'town, Feb. 19, 1878—a rg dp

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Ch'town, Jan. 14, 1878—2 aw

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WHILE taking this opportunity of thanking our numerous customers for the liberal manner in which they have patronized

OUR NEW STUDIO,

we would inform them that we have now increased facilities for the production of first-class work, and are prepared to make PHOTOGRAPHS of a Style and Quality that has never before attempted in this City. We have on exhibition, at our Rooms, a large number of Photographs of every variety, including the

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he most beautiful style of Photograph known, possessing a softness and delicacy of coloring that has never been equalled. This elegant picture has become deservedly popular elsewhere, and cannot fail to become so here.

Though the finish of our Photographs cannot be excelled, we would direct attention to the beautiful

Glace Pictures

which we make. They possess a highly enamelled surface, and are practically indestructible, and will retain their freshness and beauty for any length of time. If they become soiled they can easily be cleaned, as they will not lose any of their beauty by being wet. This valuable quality, combined with their remarkable elegance, make them very suitable for presents; while the difficulty of their production will prevent them ever becoming so common as to lessen their value. Our patrons can have one or all of their Photos finished in this style—an advantage which cannot be obtained elsewhere.

We give special attention to making Groups of Families, Societies, Schools, &c. Our pictures of children are sufficient evidence of our success in this difficult branch of our art.

Our ENLARGEMENTS, finished in India Ink, Pastel, Crayon, Oil and Water Colors, have made a favorable reputation for them selves throughout the Lower Provinces.

Parties intending to have Photographs made will find it to their advantage to sit early, as the number of our customers makes some delay in the delivery of the Photos unavoidable. We prefer to have our sitters come by appointment.

Photographs can be obtained for less money elsewhere; but in this case we ask that quality be given the preference; assuring the public that they will find our charges very moderate.

ROSS BROS.,
Cor. Queen and Dorchester Streets,
opposite Connolly's Bank.
Sept. 19, 1877—3m eod

1878.

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ADDRESS,
W. L. COTTON,
Manager Examiner Printing and Publishing Company.
Ch'town, Dec. 6, 1877.

THE DAILY EXAMINER.

MARCH 4, 1878.

P. E. Island Railway.

THE Minister of Public Works laid his report before Parliament on Saturday last. Among other interesting matter it contains some respecting the Prince Edward Island Railway. During the past year, there have been expended in improvements of the road, charged to capital account, \$200,000, as follows:—

| | |
|---|-------------|
| Fencing, | \$43,210 15 |
| Snow Fencing, | 21,930 31 |
| Breastwork at Charlottetown, | 65,140 46 |
| Filling in yard at Charlottetown, | 5,263 41 |
| Sidings in yard at Charlottetown, | 2,792 59 |
| Sidings at Summerside, | 250 00 |
| Semaphores at main stations, | 1553 88 |
| Lifting track, ballasting, &c., | 8,928 88 |
| Wharf improvements, Summerside, | 5,228 75 |
| Section-men's houses, grading, &c., at Royalty Junction, | 850 46 |
| Machine Shop, Charlottetown, | 9,588 27 |
| Car shop, Charlottetown, | 2,681 50 |
| Blacksmith Shop, Charlottetown, | 1,101 64 |
| Oil store and tanks, Charlottetown, | 947 13 |
| Moving coal shed, and lengthening, Charlottetown, | 1,614 12 |
| Tank and windmill, Charlottetown, | 531 81 |
| Station house, waiting rooms, &c., Summerside, | 4,258 38 |
| Altering shed into freight shed, &c., Summerside, | 630 69 |
| Moving coal shed and lengthening same, Summerside, | 1,584 65 |
| Station house, grading, &c., at County Line, | 2,420 30 |
| Station house, grading, &c., at Lot 40, | 2,339 06 |
| Tanks (2), | 1,320 30 |
| Cattle pens (11), | 895 04 |
| Outlet of Stations, | 128 00 |
| Vault doors, steel lined safe, &c., Cashier's office, | 528 10 |
| New machinery and fitting up same, Charlottetown, | 6,889 25 |
| Stationary engine for shops, Charlottetown, | 917 53 |
| Four locomotives, | 33,200 00 |
| Fitting up twenty eight (8-ton) flat cars with trucks, &c., | 7,537 30 |
| Twenty-two box freight cars, | 12,354 30 |
| Thirty-five (10-ton) flat cars, | 12,596 48 |
| Four Conductors vans, | 4,000 17 |
| Two engine snow ploughs, | 1,408 27 |
| Total, | 200,000 00 |

The maintenance of the road, including repairs to buildings, bridges, wharves, etc., amount to \$72,493.24—a decrease of \$6,463.06 as compared with the cost of maintenance in the previous year. The decrease, it is explained, is due to the improved condition of the road. Under the head of locomotive powers we have the following charges:—

| | | |
|--|----------|------|
| Mechanical Superintendent's salary, | \$ | cts. |
| Clerks, office and travelling expenses, | 2,520 | 75 |
| Wages of Drivers, Firemen and Cleaners, | 12,086 | 01 |
| Fuel, | 11,641 | 26 |
| Oil, tallow, waste and small stores | 2,646 | 54 |
| Repairs to engine, tenders and engine tools, | 17,540 | 37 |
| Water, including pump and tank repairs, | 7,692 | 30 |
| Miscellaneous, | 1,839 | 34 |
| Total, | \$55,967 | 07 |

Car expenses are set down at \$39,281.39. Station expenses on this account for:—

| | | |
|---|----------|------|
| Salaries and wages of Station Masters, Agents, Clerks, Telegraph Operators, Station Baggage Masters, Yardmasters, Switchmen, Watchmen and Laborers, | \$ | cts. |
| | 14,985 | 02 |
| Fuel, oil, light, stationery, tickets and other incidental expenses, | 6,759 | 06 |
| Miscellaneous, | 12 | 95 |
| Total, | \$22,757 | 03 |

Under "General charges" we have the following:—

| | | |
|---|----------|------|
| Superintendent's and Train Dispatcher's salaries, Clerk's office and travelling expenses, | \$ | cts. |
| | 6,656 | 44 |
| Accountant and Auditor's salary, Clerks, office and travelling expenses, | 5,107 | 58 |
| Paymaster and Cashier's salary, Clerk, office and travelling expenses, | 2,222 | 73 |
| General express and Baggage Agent's salary, office and travelling expenses, | 444 | 16 |
| Advertising, | 1,533 | 89 |
| Damages to men, animals and goods, | 1,169 | 43 |
| Telegraph expenses (not including pay to Operators) | 249 | 84 |
| Miscellaneous | 894 | 38 |
| Storm damages, Souris Branch, 17th November, 1875, | 1,251 | 90 |
| Total, | \$19,830 | 35 |

The track between Charlottetown and Royalty Junction was relaid with steel rails at a cost of \$18,266.17. Altogether the expenses of the road in the aggregate are set down at \$210,329.08. Of this amount \$2,746.67 are for miscellaneous expenses not enumerated. It would be interesting to know how much of these \$2,746.67 went for repairs to the North-east Light. We note, too, that the cost of tearing up good iron rails and replacing them with steel rails is charged to expenses. Had the iron rails been worn out, this would have been fair enough; but as they were not worn out it is manifestly unfair. By the storekeepers' account it appears that there are rails and fastenings on hand to the value of \$11,457.74; and if that amount represents the good rails torn up, it should at least be deducted from the expenses. The total expenses of the road for the year would then, under its present eminently extravagant management, be \$198,871.34.

However, let us turn to the other side of the account. It appears that the receipts on account of freight were \$63,213.43, against \$45,304.79 during the previous year—showing an increase under this head of \$17,908.64. On the other hand, in the receipts from passengers there has been a falling off of \$4,647.83, for in 1876 the receipts under this head were \$65,005.26, against \$60,357.41 in 1877. This is in part accounted for by the second class fares which were issued in last year. The gross receipts of the road for the year were \$130,664.92, against, in the previous year, \$118,000.96—an increase of \$12,663.92.

We note, with satisfaction, that Mr. Brydges advises changing the site of the Station at Souris East.

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DOMINION PARLIAMENT.

(From our Special Parliamentary Correspondent.)
OTTAWA, Feb. 26.

MORE COMPLAINTS.

Mr. Langevin's motion for an address to the Government, asking that correspondence be laid upon the table relating to mail communication with the British West Indies, was the peg upon which was hung several lively discourses on the systematic neglect and perfidy of the McKenzie Administration. Nor were any less lively than those of its own supporters. The session has, in fact, been marked by the large number of attacks the Ministry has suffered from its own familiar friends; and the Premier has more than once raised his head while some rebellious supporter stabbed, with such an expression of countenance as one can imagine Caesar wore when he uttered the words *Et tu Brute*. To-day the rebellious member was Dr. Forbes, of Nova Scotia. Dr. Forbes is not one of those men who gives themselves undue trouble about the public service. He is fat. He enjoys his ease. He is just the man to support a Government and draw his thousand dollars a year with a clear conscience. But the doctor sees an election in the distance; and auditions of prospective lolling upon his Parliamentary chair are destined never to be realized unless he speaks out strongly in "opposition to the moribund Ministry." The opportunity offered by Mr. Langevin, he seized with alacrity. Tenders were called for the conveyance of mails between Halifax and the West Indies. They were received. But none was ever accepted. Perhaps they were never opened. Regular communication has, in consequence, been discontinued, and a valuable trade in provisions, which the Dominion has to supply and which the people of the West Indies want, has been lost. The Doctor, you see, has a very ugly cause of complaint; and I must admit that for a good easy man, he rings the charges upon the duplicity, neglect and mismanagement of the Government he has heretofore supported with commendable vigor and skill. True, Mr. Palmer, of New Brunswick, lightly rallies him upon his blindness to governmental misdoings during the past four years; but the eyes of the worthy doctor are open at last, and it is better late than never to do right. Mr. Palmer charges the Government with having "killed the West India trade;" and points how, had it not been for the Government's fratricidal neglect and impolicy, we might now be enjoying a lucrative trade—yielding profits to farmers, ship-owners and merchants—profits which have been permitted to fall into the lap of the United States, and can only be diverted back to their old channels by a "change of policy" on the part of the Government and vigorous action on the part of Canadian merchants. Before he sits down he presses upon Government the necessity of subsidizing a line of steamers to carry the mails and re-open trade communication with the West India Islands. Huntington offers some excuses which cannot be heard in the newspaper correspondents' gallery; and then the Hon. Peter Mitchell takes the floor. Mr. Mitchell wants to know "why the people have been deceived?" The Government fails to answer; but a bystander suggests that it is because the "Organized Hypocrisy" are in power.

INTERCOLONIAL RAILWAY MISMANAGEMENT.

Again it is a supporter, compelled to it by public opinion, who leads the attack upon his friends on the Ministerial benches. Mr. Pouliot is a Grit. But the gross mismanagement of the Intercolonial Railway has enraged his long suffering constituents; and he, too, must speak out, or fall never to rise again in their esteem. His attack is merely a *sortie* against the outworks of that great Citadel of Governmental corruption and incapacity, popularly known as "The Intercolonial."

Mr. Pouliot directed attention to fences neglected, cows killed, houses and barns reduced to ashes—property wantonly destroyed without the slightest attention to the demands of poor farmers for redress. And Mr. LaFlamme coolly told him that his aggrieved constituents might apply to the Supreme Court of Exchequer; their ventilate their wrongs and recover damages. But Doctor Tupper pointed out that the remedy indicated by his Honorable friend, was entirely illusory. No poor farmer could afford to go into the Court; and Mr. LaFlamme's suggestion was, therefore, impracticable. Following out the idea, another Honorable member, asked Mr. LaFlamme how much it cost him to defend himself in the courts from the charge of electoral corruption. Mr. LaFlamme was silent. Hon. Peter Mitchell said the Empire of Russia is not more despotic than some of the Intercolonial Railway officials; and he went over a long list of his constituents who had been deprived of their property through sheer wantonness on the part of Railway officials, and deprived of remuneration through sheer neglect on the part of the Government.

Mr. Palmer pointed out that the Government—which by the way has no legislation to submit—might very well have introduced an Act under which an aggrieved farmer could have his cause of complaint against the Railway tried with the certainty, if his cause were just, of recovering damages either from the officials or the Government. At present there is no remedy. Oftentimes, the only response the sufferer from railway mismanagement receives to his representations is: "You can't sue the Government; so do your best." Mr. Palmer contended that the "re should be practical legislation in the matter. Mr. Domville said that one reason why the Government are so ungi