

# THE DAILY EXAMINER

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W. L. COTTON, J. W. MITCHELL,  
Manager, Office Sup't

# THE DAILY EXAMINER.

MAY 7, 1879.

## Roads and Bridges.

THE new Act must be gratifying to the people. It does away with the excuse for a poll tax—the worst kind of a tax it is possible to levy—under which the poor farmer, with one horse, has to pay as much as the rich farmer with eight or ten horses. It takes away the almost absolute control over the road moneys exercised by the Commissioner of Public Works and the Supervisors. If a man has no money he may now work on the roads—he will not be obliged to find it or go to jail; if he has seventy-five cents, and prefers paying it and working at his occupation to working upon the roads, he may do so. If he has only one horse, or two horses, he will not be required to pay so much or work so long as if he has eight or ten. Again, there will be no loss in the collection and expenditure of the money for the roads. The money or the labor will be applied to them directly, and without "percentage" being paid to Assessors and Collectors. Moreover, the money or the labor will be applied for the benefit of the locality in which it is raised; and farmers all over the Island will not have to contribute to the maintenance of the roads of New London, Port Hill, West River, and other settlements which may happen to have representatives in the Government. The new Act provides a remedy alike for the abuses of the old Statute Labor Act and the later Act of which Mr. W. D. Stewart dotted all the "i's" and crossed all the "t's." Of course there are some weak points in it; but we hope these will be strengthened as it passes through the House.

## Another Reduction in Canadian Refined Sugars.

Messrs. Redpath & Sons have again reduced the prices of their refined sugars. They now offer Yellows at 6½c. to 7c. per lb., which is ½c. below previous rates. Granulated is also ½c. off, being now offered at 8½c. Those who laid in big foreign stocks of sugar, on the strength of making from 1c. to 1½c. per lb. out of the starvation prices which the National Policy, it was said, would be sure to entail, must be catching it severely.

THE above is from the commercial columns of the Montreal Gazette. Anti-Patriots will, of course, say that sugar can be obtained much cheaper in the United States. But sugar refiners are as well protected there as in Canada; and when refineries shall have been established in Halifax, St. John and other places, and competition is brisk, prices will fall still more. We can manufacture sugar here just as cheaply as it can be manufactured in the United States. If Montreal were now without her Redpath, would there be a reduction in the prices of sugar? Not a bit of it. She would be dependent upon the Yankees and the Scotch.

THE attention of the Patriot is directed to the following paragraph clipped from the Liverpool, N. S., Times:—

"Notwithstanding the duty on corn meal, it is now cheaper than ever. A week before the passage of the tariff bill it was retailing at \$3.25. The price now is \$2.95 per barrel."

## Parliamentary Notes.

Hon. James McDonald has given notice of a bill to provide for the salary of a Judge in Equity of the Supreme Court of New Brunswick, and also respecting the salaries of the County Court Judges of Prince Edward Island.

Hon. Mr. Tilley has given notice of a resolution setting forth the necessity of granting a sum not exceeding \$15,000 per annum—a subsidy for submarine telegraph system to and from Anticosti and Magdalen Islands.

Dr. Bergin's bill respecting employment of children in mills and factories, provides that they shall not be employed under certain ages, that they shall attend school during certain hours, that they shall not be employed at all in certain classes of manufacture, etc. It is not expected that the bill will pass this session, and the object is rather to attract public attention to the subject.

THE following are the proposed movements of His Excellency and Her Royal Highness up to the beginning of June: After the visit to Montreal the Vice-Regal party will proceed to Kingston, and from thence will go to Quebec. While at Quebec they will probably be joined by His Grace the Duke of Argyll. No further arrangements have as yet been made, except the visit to Toronto in September.

# PROVINCIAL LEGISLATURE.

## HOUSE OF ASSEMBLY.

THE EXAMINER'S SUMMARY REPORT.

TUESDAY, May 6.

### Forenoon Session.

Mr. Speaker in the chair.  
Hon. Mr. SULLIVAN moved that the Act entitled "The Public Inquiries Act" be read a third time. Act read a third time and passed.

Hon. Mr. SULLIVAN presented the Provincial Treasurer's Accounts for the year ending Dec. 31, 1878. Ordered that they be referred to Committee on Public Accounts.

Adjourned for one hour.

### Afternoon Session.

SECOND READING OF "THE INDIGENT DEBTORS' ACT."

Mr. Speaker in the chair.  
The Hon. the ATTORNEY-GENERAL briefly explained the provisions of the Act: Any person confined in prison can make application to the Judge, showing that he is unable to pay and that the debt is a legitimate one. This being established, the Judge will be empowered to release him, on certain conditions. It will be necessary, also, to make an inquiry as to whether he has property or not; and, if it be found that he acted fraudulently, no release can take place.

House then went into Committee on second reading of "The Indigent Debtors' Act." Mr. Bentley in the chair. Having been read clause by clause, and the blanks filled up, Mr. Speaker took the chair, and the Bill passed its second reading.

The Speaker took the chair, the Bill was reported agreed to with certain amendments, ordered to be engrossed, and read a third time on Wednesday.

Hon. Mr. FERGUSON presented the Report of the Public Works Department for the past year; also the Supervisors Returns for 1878, and their estimates for the current year.

Hon. Mr. FERGUSON moved that the Public Roads Act be read a second time, and in doing so he took occasion to explain its provisions. The new Act embodied several provisions that were contained in former Road Acts. The Act now in force provided that all the expenditure for the Road Service should come out of the Revenue, and this system had not worked satisfactorily. The Supervisors were invested with too much power, and the system led to jobbery, by persons combining at sales of roads. The result was that, while the expenditure was high, the roads were in a worse condition than formerly. He considered the principle upon which the old Statute Labor Act was based as being a correct one, for labor could be more easily obtained than money, and the labor would be supplemented by a vote of the House. But those who enacted the old law must have intended to strangle the system, when they required four days labor to be performed in lieu of payment of 48 cents commutation money. The law was so loose however, that people preferred to labor rather than pay, and he was not surprised that the system was not found to work well. The Bill now before the House, provided that the time a man will be required to work will bear a fair proportion to the amount of money he will be asked to pay. Each man will be required either to pay 75 cents or work on the roads two days of nine hours each. The Act will render it obligatory that the required amount of labor shall be performed. The new law would be similar to that now in force in Ontario. While the old law gave overseers power to enforce people to perform their Statute Labor, it did not oblige them to use this power. The consequence was that the Act was seldom or never enforced. But the new law contained one feature that would make it more effective than the old Act in this way. On the 1st of August, in each year, every overseer would be required to make a full and complete return to the Supervisor of the District, who would be obliged to act on the information contained in said return, and enforce payment of all commutation money remaining unpaid. The Bill contained ample provisions to meet every case that might arise. It would be an improvement to the old Statute Labor Law. He believed that it would meet the views of the country, and be the means of bringing the Road Service into an effective state.

Mr. Yeo had not the opportunity of becoming acquainted with the details of the new measure but he was astonished to find that the Government were going back to the old Statute Labor system. It was the general opinion of the House in 1877, that this system was working very unsatisfactorily. The time of the people, while working on the roads, would be lost, and the country would reap no benefit from it. Overseers will not compel people to work as they should. This was the case before, and it will be the same again. The present Road Act had given pretty general satisfaction. Under its provisions the roads had improved during the last two years, and they were never in as good a state as at present. The new bill was a retrograde movement, but he would not oppose giving the people the privilege of working or paying. It was not fair to pay Supervisors an equal sum, for while some of them had three Townships to look after, others had only one. He expected that the burdens of the people would be lessened by the present Government, but under the new Act, they would, in most instances, be increased.

Mr. PROWSE was in favor of a change from the old to the new system in 1877, and expressed views to this effect, which were also the views of a large portion of the people at that time. The then law was not giving satisfaction. Its provisions were evaded, and the work required was not performed. He believed the system introduced in 1877 to be the correct and proper one, but owing to mal-administration on the

part of those entrusted with carrying it out, the people would much sooner go back to the old system. No law can be successfully carried out against the will of the people. The new law would contain provisions that would enable those entrusted with carrying it out to compel the people to perform the required amount of labor on the roads, and it should not be hastily condemned.

Mr. RICHARDS was glad to hear that an end was about to be put to jobbery in connection with the road system. He was also glad to hear that a new era in road making was about to dawn upon us, but he was afraid that the anticipations of the Government would not be realized. Considering the amount of money that has been expended on our roads under the present system, and the character of the soil of the country, he thought the roads had been kept in a very fair state. Under the present system the \$1 poll tax covered all. The Bill before the House would be no improvement on the old Statute Labor Law.

Mr. McMILLAN contended that the new system would levy a heavy tax, especially on the poor man, who, instead of having to pay \$1.50, as before, for poll tax and Land Assessment, would now have to pay \$2.25 for road tax alone. This was reducing taxation with a vengeance.

Mr. A. J. MACDONALD said that a great deal of money was uselessly spent on the roads in King's County. Work was done on the Roads in October, when it did no good. He knew of settlements where the people had to voluntarily turn out themselves and repair the roads.

Hon. Mr. ARSENAULT said that there was no improvement on the roads in his part of the country under the present law, on the contrary, the roads were worse than before, and the people wanted to go back to the old system. Overseers should be paid if the resources of the country could afford it.

Mr. FARQUHARSON considered the Road Act an important one, and one that should not be hurried through the House. Every man in the country had an interest in having good roads, even if they had to pay for it, either directly or indirectly. The present system had given fair satisfaction, and under it the roads were better than formerly. However, he was not opposed to giving the people the privilege of working on the roads. The present Government was opposed to the old Statute Labor System in 1877, and he was at a loss to understand why they should now go back to it. The measure now before the House favored the rich at the expense of the poor. It was an oppressive measure, for under it, each farmer will have to pay an average of \$2.00 instead of \$1.00 as at present. The Supervisors were not paid too high at present, and the man who had the most work to do should receive the most pay. There would now be plenty of horses in the country under four years of age. It was unfair to tax the rich and poor alike.

House adjourned for one hour.

WEDNESDAY, May 7.

### Forenoon Session.

Hon. Mr. SULLIVAN moved the third reading of "The Indigent Debtors' Act." Motion carried.

Hon. Mr. FERGUSON moved the House into Committee of the Whole on "The Public Roads and Bridges Act." Mr. A. J. McDonald in the chair.

## Hawdon's Record.

The following is a brief history and description of the man who Hanlan on Monday defeated:—Hawdon is a man 24 years of age, is 5 feet 8 inches in height, and weighs 10 stone 6 lbs. He is a pitman by occupation. His first race was rowed at the Tyne Regatta in 1876, when he won the youths' prize after only about a weeks training. He was then matched against H. Atkinson, of Elswick, whom he defeated on the 2nd of September following. His third victory was over Ralph Forster, of Hawdon, on October 28th in the same year. He was next matched to row J. R. Hymes, of Stockton, over a two mile course on the Tyne, and the race took place on March 5, 1878, when Hawdon won easily, as he also did a subsequent race with the same man on the 30th of the same month over a mile course. On April 15th following he defeated R. Bagnal, of Onseburn, in a match for £90, on the Tyne course. At the last Thames International Regatta he carried off the second-class sculls, defeating J. Anderson, of Hammersmith, by whom he had been beaten in 1877. On the 14th of September he rowed Joseph Sadler on the Thames course for £100 a side, defeating him by four lengths, and on the 1st of October following he vanquished Joseph Cannon on the same course, winning by eight lengths, in 22 min. 53 sec., which was regarded as remarkably good time. His last contest was on the 11th of November, when he defeated Lumsden on the Tyne course.

A few minutes before 10 o'clock, on the morning of the 5th inst., the whole town of Stratford, Ontario, was shaken as if by the shock of an earthquake. Windows were blown in, and even the sidewalks upon which people were walking were shaken so as to cause the pedestrians to fall. The cause was soon made apparent. A car laden with dynamite exploded at the Grand Trunk freight yard. The wreck at the scene of the explosion beggars description. Under the dynamite car a hole several feet deep had been scooped out by the explosion. The end of the brick freight shed and a portion of the roof were blown down, several frame buildings were levelled to the ground, and long strings of freight cars lying in the yard were utterly wrecked. The business part of the town is nearly a mile from the scene of the explosion, but it shared in the disaster. Valuable plate glass windows were blown in, frames and all. The damage done to the property is estimated at many thousands of dollars, but there is too much confusion to ascertain anything reliable at present. The railway employes working in the yard, Frank Lemaire dit Pigeon, of Montreal, and Thomas Dolan, of Stratford, were blown into fragments, the foot of one of them being 200 yards off. Other persons were injured, but the whole extent of the disaster cannot be known for some time yet.

# CIVIC ELECTION!

BY THE MAYOR.

IN pursuance of an Act of the General Assembly of this Island, made and passed in the Eighteenth Year of the Reign of Her present Majesty, intituled, "An Act to Incorporate the Town of Charlottetown, and the several Acts in Amendment thereof," I DO HEREBY GIVE PUBLIC NOTICE that an Election of

## ONE COMMON COUNCILMAN,

to supply the vacancy in the office of Councilor for WARD NO. FOUR (4), in the said City, instead and place of WILLIAM W. STUMBLER, jr., Esquire, will be held on

Monday, the 12th Day of May, instant, in the said Ward, and at the place following, that is to say: At the Fire-Engine House, fronting on Kent Street (East); and at the said Election the Poll will be opened at NINE o'clock in the forenoon, and continue open till FIVE o'clock in the afternoon of the same day.

DESCRIPTION OF WARD—Ward Number Four comprises all that part of Charlottetown which lies South of Fitzroy and North of Grafton streets.

QUALIFICATION—An Act to amend an Act to Incorporate the Town of Charlottetown, (passed 18th April, 1877.)

SECTION I. All the male inhabitants of the age of Twenty-one years and upwards, who shall have resided in the said City for at least one year then next preceding the day of such Election, and being British subjects, and such of whom shall actually, and within the Ward for which he shall vote, then be, and for three months previously shall have been, actually and in his own right the bona fide owner of the freehold of one whole Town Lot, Common Lot, Water Lot, or the bona fide owner of a piece of ground of the yearly value of Thirty Dollars, or the bona fide owner of the freehold of a Dwelling House, part of a Dwelling House, Store, Warehouse, Office or Shop, of the yearly value of Thirty Dollars; or who shall be in the tenancy or occupancy of Town Lot, Common Lot, Water Lot, or piece of Ground, Dwelling House, part of a Dwelling House, Shop, or Warehouse, of the annual rent of Thirty Dollars, payable quarterly, half yearly, or yearly; and no other person shall be entitled to vote at said Election for such Mayor and Councilors; provided that every partner whose share of the rent amounts to Thirty Dollars annually, shall be entitled to vote; and provided further, that every such male person of age, aforesaid, and being a non-resident of said city, shall be doing business in, and be in actual occupation of, business or other premises in the said City, and who shall be qualified to vote at such Elections under any of the several qualifications hereinbefore specified, shall be entitled to vote for such Mayor and Councilors, in the Ward in which the property on which he claims to vote shall be situate.

W. E. DAWSON,

Mayor.

W. B. MORRISON, City Clerk.

Ch'town, May 7th, 1879.

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# TO PRINTERS!

## EXECUTOR'S SALE.

THE Subscriber has been instructed by the Executor of the Estate of the late HENRY COOPER to Sell at Public Auction, on

Tuesday, the 27th instant,

AT 11 O'CLOCK, A. M.,

the whole of the Printing Plant and Machinery belonging to the said Estate, consisting in part of—

- 1 Tuff's Hand Press (28x30),
- 1 Half-Medium Universal Job Press,
- 1 Berry Jobber,
- 1 Five-horse Power Steam Engine & Boiler,
- 1 Paper Cutter ("Printer's Favorite"),
- A large and varied assortment of Job Type, including many of the latest styles.
- Stands, Chases, Galleys, Composing Sticks, &c., &c.

TERMS AT SALE.

WILLIAM DODD, Auct'r.  
Ch'town, May 7, 1879—wed fri pat t sale

## House to Let.

ONE HALF that desirable Two-and-a-half Story Dwelling House situate on the eastern side of Upper Prince street, adjoining the grounds of the Hon. Judge Hensley. Possession given immediately. Apply to

E. R. BROW,  
at Messrs. Hodgson & McLeod's, Water st.  
May 7—semi-w

## Molasses.

JUST RECEIVED, 110 Puncheons Choice New Crop MOLASSES. Will be sold Cheap for cash or approved credit.

OWEN CONNOLLY & CO.  
Ch'town, May 7, 1879—3w eod

## TEA AND SALE

## Fancy and Useful Articles!

THE Ladies of Zion Church intend holding a Tea and Sale of Fancy and Useful Articles, in the Basement of their Church, on

WEDNESDAY, 14th INST.,

IN AID OF THEIR BUILDING FUND.

The Sale will commence at 2 o'clock, p. m. Tea will be on the table at 6 o'clock. Admission, 10 cents; Tea, 25 cents—Children, half price.

MRS. A. STRONACH,  
President.  
May 6, 1879—

SUBSCRIBE for the DAILY EXAMINER the Cheapest and most newsworthy Paper published in the Province

# Steam Navigation Co. Steamers

MAY, 1879.

UNTIL FURTHER NOTICE the Steamers "St. Lawrence" and "Princess of Wales" will leave as under:—

## NOVA SCOTIA.

From Charlottetown to Pictou, every MONDAY, WEDNESDAY, THURSDAY and SATURDAY mornings, at five o'clock. Returning from Pictou every TUESDAY, WEDNESDAY, FRIDAY and SATURDAY, on arrival of morning train from Halifax.

## FOR CANADA AND UNITED STATES.

Leave Summerside for Point du Chene EVERY DAY about 9 a. m., on arrival of morning train from Charlottetown.

Returning to Summerside EVERY NOON, on arrival of morning train from St. John. By order,

F. W. HALES.

Charlottetown, May 6, 1879.

# ALBION MINES, PICTOU, N. S.

SLACK and ROUND COAL can now be obtained at the above mentioned Mines. For orders apply to

G. W. DEBLOIS,  
Sole Agent for P. E. Island.  
Office, No. 35 Water St., Ch'town.  
Ch'town, May 6, 1879. pat tf

## Protect the Fisheries.

PERSONS favorable to the formation of a Fish and Game Society will meet at C. L. Strickland's Office SATURDAY evening next, at 7½ o'clock. Charlottetown, May 6, 1879.

## MAIL NOTICE.

MAILS for Great Britain will hereafter be closed at 10 o'clock, p. m., on THURSDAY in each week, to be forwarded via Rimouski, and also on MONDAY, the 12th and 26th inst., at 4 o'clock, a. m., to be forwarded via Halifax.

Mails to be forwarded via Summerside and Shediac will be closed daily (Sundays excepted) at 5 o'clock, a. m.

Mails to be forwarded via Pictou will be closed at 5 o'clock, a. m., on MONDAY, WEDNESDAY, THURSDAY and SATURDAY in each week.

Mails for all places west of Charlottetown will be closed daily at 5.30 a. m., to be forwarded by postal car to Summerside.

Mails for Georgetown and Souris East, also for places on and served from those routes, will be closed daily at 2 o'clock, p. m.

Post Office open from 8 a. m., till 8 p. m.

A. A. MACDONALD,  
Postmaster.

Post Office Charlottetown, }  
May 6th, 1879. } 0319 030

# Prince Edward Island Railway

## NOTICE.

ON and AFTER MONDAY NEXT, the 5th inst., and until further notice, a Special Train will run between Charlottetown and Summerside in connection with the Steamer to and from Point du Chene:—

LEAVE. ARRIVE.

Ch'town . . . 6.00 a.m. Summerside. 9.00 a.m.  
Summerside. 6.00 p.m. Ch'town . . . 9.00 p.m.

ALEX. MACNAB,  
Supt. and Engineer.

Railway Office, Ch'town, May 3, '79.  
(pat pres her ar ne pr jr kea 4in)

## A BARGAIN.

A "HALLET & DAVIES" Grand Square Pianoforte will be sold very low if applied for immediately.

Enquire at MRS. HENDERSON'S, near the Drill Shed.  
Ch'town, May 3, 1879—1w

## Eggs Wanted.

STILL BUYING.  
Ch'town, May 3—pat ar ne  
H. COOMBS.

## 18 Children's Carriages,

LANDED under old tariff, expected on first steamer. Bargains in Tinware, out of job lots bought at auction—effects late W. B. Allen.

H. COOMBS.  
ONE SODA FOUNTAIN. Apply to  
Ch'town, May 3—ar pat ne 3i  
H. COOMBS.

## The Misses McPhee

WISH to inform the public that they have opened a MILLINERY, MANTLE AND DRESS-MAKING SHOP, on Upper Great George Street, opposite Dominion House.  
May 6, 1879.

## SEED WHEAT.

FOR SALE, 150 Bags of the CELEBRATED CANADIAN FINE WHEAT. OWEN CONNOLLY & CO.  
Ch'town, April 18, 1879—6w 3aw

## To Inventors and Mechanics.

PATENTS and how to obtain them. Pamphlet of 60 pages free upon receipt of stamps for postage. Address  
GILMORE, SMITH & CO.,  
Solicitors of Patents, Washington, D.C.