

THE DAILY EXAMINER.

APRIL 2, 1887.

Editorial Notes.

Says the St. John Star:—"Baden Powell, jr., one of the young members of the British House of Commons, who has won the admiration of some of his seniors by visiting Canada and the United States, to study up the fishery question, will probably be heard from on the subject in another way than through the columns of the London Times. If he discusses the subject as well in parliament as he does in the press, he will do the Empire good service. For it is quite clear that the fishery question is not much better understood in England out of diplomatic circles, that it is by the United States senators who talk the most about it."

It is reported that the feeling in Winnipeg against the further continuance of the policy of disallowance of provincial railroads is intense. The city council has passed a resolution setting forth that connection with the American system of railroads is absolutely essential to the prosperity of the city of Winnipeg, as affording a competing line to eastern Canada, and praying the government to abandon the policy of disallowing Manitoba railway charters, more especially in view of statements made by ministers of crown which showed that its continuance was no longer called for. The board of trade and a mass meeting of citizens are expected to take similar action.

There is not the least attempt at "proportional representation" in the arrangements made for the admission to the Colonial Conference of delegates from the various Colonies. Thus the whole Dominion of Canada is to be represented by a single member, while the Australian Colonies will between them send over a dozen. New South Wales being represented by three, and Victoria, we believe, by no less than four members. Indeed, the Australian delegates will outnumber those from all the other Colonies put together—even if the Crown Colonies are ultimately admitted. In mentioning these facts, we are by no means complaining; in the year of Jubilee and on such an occasion we are inclined to say "the more the merrier."

The debate on the Address was (as it should be) short. Messrs. Shaw and Kelly were more eloquent in their opening speeches than any movers and seconders we have heard for years past; and the congratulations showered upon them by the leaders and supporters of both parties in the House were well merited. The speech of the Leader of the Opposition was moderate in tone. We hope that he and his followers will show by their words and acts in the future that they are really desirous of promoting the welfare of the Province. Mr. Farquharson thinks that the accession of the Opposition to office would, at this juncture, be calamitous. We are not disposed to call in question this opinion of Mr. Farquharson; but we trust that the Opposition will at least refrain from clogging the wheels of legislation, or hampering unduly the operations of the Government for the good of the country.

A correspondent sends us the following:—"I was on my way from Halifax to Charlottetown some years ago, and happened to be on the same train with Henry Ward Beecher. He had been lecturing in Halifax on "Amusements" and the "Reign of the Common People." I had heard both lectures, but felt they were somewhat incomplete. Mr. Beecher had not large audiences in Halifax; there seemed to be a sort of indifference to him there. It was said in consequence that Mr. Beecher did not feel spared to his subject, as extemporaneous speakers are, by an expectant audience. Mr. Beecher sat quiet during most of the ride over the Intercolonial, no one venturing a conversation with him, and he glad, doubtless, to avoid the fatigue of loud talking on a railway train. He took out paper and pencil after a while, and wrote for a few minutes; then, addressing his agent, who was walking along the aisle, he said: "I have just got up a sermon—a good one, too," he added with a smile. It occurred to me to put a question to him concerning his lecture. I wrote it out as follows:—

You spoke in your second lecture of the elevation of the common people to a grade of medical, legal and moral knowledge, and of a keener respect for the leaders in those branches existing at the same time. Now if the world improve morally and physically, will not this improvement lessen the necessity of profound legal knowledge, which is called into existence by the quarrels of society; and also the necessity of great medical knowledge, which is useful only in very deranged constitutions.

Mr. Beecher wrote back this answer:—

1. Ultimately, perhaps—but the time is far distant (and when the world is ripe, a change will take place in men and affairs analogous to that of fruit, changing acid to sugar.

At such a period, law and medicine may have a higher and more important function in preventing quarrels and disease, and not in patching. But these are all guesses.

Workmen in England and America.

Lee Meriwether, in Harper's Magazine for April, writes:—

"The assertion is often made that what an American housewife wastes or throws away as worthless would in Europe be preserved, converted into nutritious food, and made to support an entire family. Whether this assertion is true or untrue, the question of how the working-man lives in Europe, as compared with how he lives in America, is interesting. For a year I wore a workman's blouse, and mingled and lived with the workmen of nearly every state in Europe from Gibraltar to the Bosphorus, and from the Mediterranean to the cold shores of the Baltic. Since my return to America I have engaged in a similar investigation as to the condition of the wage earners of my own land. The cost of living is greater in America than in any state in Europe. It is ten to twenty per cent. higher than in England; it is twice as high as in France; it is three times as expensive as in Italy. Is this difference in the cost of living commensurate with the difference in wages? Possibly in England; on the Continent, I should say, decidedly, the low cost of living does not fully compensate for the low wages received. The European workman manages to exist by reducing the standard of living, and buying only such articles as are absolutely necessary. There are men in Italy who earn but seven cents for a day's work of fourteen hours—one-half a cent an hour. Very few skilled mechanics earn as much as a dollar a day; the average does not exceed fifty cents. The Italian mechanic manages to get through on that sum, partly because of the cheapness of living, and principally because of his wonderful economy and happy disposition, that enables him to be satisfied and contented with conditions at which even an American beggar would rebel."

Los Myers, of New York, and W. G. George, of England, ran a 1000-yard race at Sydney, N. S. W., on Saturday. Myers won by 6 yards, in 2m. 18s.

Provincial Legislature

LEGISLATIVE COUNCIL.

MARCH 31.

Mr. MARTIN in moving that the draft address be committed to a Committee of the Whole House, spoke of the noble and gracious qualities of our beloved Queen, who rules over a population of over three hundred millions. The British Empire is one of the greatest the world ever saw, containing as it does, an area of 9,000,000 of square miles. During the reign of the present Sovereign, this Empire has made greater strides in progress than during the rule of any previous monarch. This progress was not only in acquiring territory, but also was shown by the vast improvement in the material welfare of the people, in the advancement of the arts and sciences, and in the education of the masses. The genius of the inventor has not only revolutionized the trade of the world, but has brought luxuries and comforts previously reserved for the rich, within the reach of the most moderate income. In view of the many benefits the people of this Empire have obtained under the benign reign of Her Majesty, he was assured that earnest prayer would be made by every loyal subject that her rule may be long continued. The portion of her empire known as the Dominion of Canada, has increased very rapidly in population and wealth during the last fifty years, and in no part of the British dominions is loyalty to the Queen more heartily expressed. The population of the Dominion is now not far short of five millions; and the vast tracts of the fertile land that have lately been opened up for settlement, warrant us in believing that this Canada of ours will in the near future be the home of scores of millions. In our own Province, although very rapid increase of population and wealth may not be seen, yet the comfortable appearance of the smiling homesteads of our farmers evidence a great amount of substantial comfort and happiness. With regard to our Stock Farm, he thought as private enterprise was supplying improved stock, the Farm might be utilized for the purpose of testing different kinds of seeds and grasses, and also the kinds of fruit suitable to our soil and climate. Farmers would then have confidence in undertaking the growing of fruits, and would not be at the mercy of tree peddlers, who go around the country selling inferior trees. The Farm might also be made a training school for young men in the science of agriculture. He referred to the list of exhibits sent to the Colonial and Indian Exhibition last year, and considered that we had reason to be proud of the number and quality of the articles sent from this small Province. With regard to steam communication with the mainland, it was gratifying to be assured that this long neglected question was likely to be settled in the near future. He referred to the Subway proposed to be built under the Straits of Northumberland, and accorded great praise to Senator Howland for displaying so much energy in bringing the matter to the notice of the Dominion Government. He also spoke of the plans submitted to the inspection of members of the Legislature in the Library yesterday, by Senator Howland, of a proposed Subway under the Hillsborough, and contended that it would confer great benefits on a large section of the Island. He argued that on the score of economy it would be wisdom to have this work proceeded with as it would eventually cost less than the present unsatisfactory method of crossing, and showed that the success of a Subway across the Hillsborough would leave the Dominion Government without excuse for neglecting to build the Subway across the Straits. He was pleased to think the Government were going to deal with the liquor traffic. On the question of amending the Education Act, members in both branches of the Legislature were divided in opinion, he considered the supplementary clause was an injustice to many sections of the country.

The address was seconded by the Hon. James Clow and a general debate followed, at the conclusion of which it passed unanimously. The Council has adjourned until Tuesday next.

HOUSE OF ASSEMBLY. FRIDAY, APRIL 1. Mr. Speaker took the chair at 3.15. The House waited upon His Honor the Lieutenant-Governor in the Legislative Library, and presented their reply to the speech delivered at the opening of the session. Mr. SULLIVAN moved the second reading of the Bill respecting appeals to the Supreme Court. He explained that the Bill provided for appeals from decisions in the County Court, in which \$5 and upwards are involved. Mr. SUTHERLAND contended that the right of appeal should be given to every man, no matter how small the sum in dispute. House in Committee, Dr. Gillis in the chair, agreed to the Bill. Mr. BLAKE submitted a Bill to incorporate the Lorne Hotel Company. Read a first time.

SATURDAY, APRIL 2. House met at 11 a. m. Hon. Mr. McLEOD presented a bill to enable the Diocesan Church Society of the Province to avail themselves of the interest in an endowment fund. The bill was read a first time. Hon. Mr. SULLIVAN submitted a bill respecting chattel mortgages. The chief requirement of the bill is an endorsement, from time to time, of the amount which remains due on any bill of sale remaining on file in the Prothonotary's office. It was read a first time. House adjourned until 3 o'clock on Monday.

Big Profits. The Albany Journal says: "It is positively known that Mrs. Langtry's clear profit for the present season up to the close of the last week amounted to \$73,000. Denman Thompson is clearing \$2,000 a week. W. J. Florence and wife admit a profit of \$36,000, mostly immediately invested in real estate. Edwin Booth will be \$100,000 richer at the end of the season, and A. M. Palmer and Augustin Daly will have realized from \$50,000 to \$75,000 from "Jim the Penman" and "Taming of the Shrew."

The Canadian War Horse.

BADLY WANTED BY EUROPEAN GOVERNMENTS—NO SUPERIORITY, AND THE PROSPECT OF HIGHER PRICES FOR IT.

The Pall Mall Gazette has the following article—of especial interest, in a commercial sense, to Canadian readers:—"When Germany, Russia and Austria forbid the exportation of horses across their frontier it is clear that there has been and is much uneasiness in the political atmosphere, to say the least. No motive means which civilization has at command is able to supplant the willing four-footed ally of man, and his value is as great in these days of scientific campaigns as it ever was, though the chances at present are all against the horses, and war was never so "horrid" for them as it is now. What France desires to-day, and what she has been eagerly seeking for through a longer period than many appreciate, is an ample force of the tough and invaluable war horses of the period—no caparisoned beasts all love-locks and curvettings, and suited in burnished mail before and behind, but sturdy steeds, sound in wind and limb, like the rustic conscripts who bestride them and capable of working for fourteen hours at a stretch on a modicum of food. In the last war she was altogether outriden and outpaced in the cavalry, and the services of her batteries, when the frightful havoc of a campaign began to tell on them, was not so good as the enemy's. This time it seems

THE MISTAKE IS TO BE RECTIFIED, and she has been drawing surreptitious supplies from Russia, where statistics say there are 23,000,000 head of horses, to the 1,500,000 in Austria, 2,000,000 in Hungary, 4,000,000 in Germany, France herself having 3,000,000 to fall back upon. The greater proportion of these are not available, being in civil employ, and now sealed against the republic by the order which sought to shut the European stable door before the steeds were all stolen. Her own countrybreds are not always the models of a soldier's mount, and the Percherons of Brittany, though admirable beside plough-poles, lack speed and "snap" for the rough work of war. In Algeria there is a good establishment of useful stuff, but the half-bred Arabs of the Mediterranean, again, are better at home on the sandy uplands with a bournous warrior in each high-peaked saddle, than wallowing through the winter morasses of Northern Europe. An ideal trooper of the modern army is seen in the ordinary English farmer's riding horse, but, alas for France as for ourselves, last year there were

ONLY 2,000,000 HORSES IN GREAT BRITAIN, and there are no more now. General Boulanger knows as well as the war office that half the stalls in our cavalry barracks are chronically empty, and to fit out a foreign expedition, even of a mild type, reduces our home cavalry to foot soldiers, as well as depletes the riding schools. In Canada the Gallic seekers for chargers found again abundance of the right material, horses with short bodies, long necks, good quarters, and an equal share of spirit and strength. Both these latter essentials are necessary, since the light troopers of the Loire scale something like 200 lb., and a heavy cuirassier with all his accoutrements weights more than 250 lbs. For the artillery needs, power and weight are of paramount importance, six horses usually working in the traces of a French gun, which with its carriage and armament will represent 2,500 lbs. of dead weight—no mean draught for rough work and over bad roads. The captain of chasseurs, indeed, who was sent on this quest, declared that there were plenty of horses in the streets of Montreal and Quebec more like what were needed than any they could find in the weedy mags of La Platte, the long-limbed Hungarian "lats," or

THE WILD COSSACKS' CHARGERS of the Black Sea littoral. It is one thing, however, to inveigle the horses of a neighboring country across an easy frontier and another to mount a swarm of irregular cavalry, and outfit a score or two of batteries with supplies drawn from across an ocean. In one way or another animals for the coming war must be had, and how keen the equity has been and wither the influx has tended, the prompt and unmistakable measures of the great nations who live near France show. As matters stand at present everything points to the modern war horse playing a leading part in the struggles of the near future. Russia has to-day on the Austrian frontier enough rough riders to flood the border lands of the dual empire and paralyze mobilization; Germany again fringes her army with a crowd of Uhlans almost as numerous as the population of the provinces they occupy, and the public swears between her teeth—if signs go for anything—that to-morrow she will take a leaf from Von Moltke's book, guard her advance with a swarm of lances and keep her military stables better supplied than they were before Sedan. Whatever the next campaigns be, there can be but little doubt that a rise in the value of horseflesh will be among them, and our own government ought to be much more keenly alive to this and to the subject of English remounts generally than they appear to be.

C. P. R. Extension. THE BOSTON AND QUEBEC AIR LINE THROUGH MAIN.

A. T. Stewart, one of the principal engineers of the Canadian Pacific railway, has completed a preliminary survey of the Boston and Quebec air line railroad. The route is to be built from Skowhegan to Moose River, following the Kennebec river on the east side to Moose river village, there connecting with the Canadian Pacific to the east and west. At this point the Quebec Central builds down to connect, making a trans-continental junction of the three railroads and the river systems. Stewart reports this a practicable route. This road when completed will be operated by the Maine Central, and become part of the system of the Boston and Maine Railroad. The distance from Boston and Portland to Quebec is estimated at ten hours shorter than at present.

Wm. O'Brien, editor of United Ireland, in a speech made at Dublin, on the 28th, said if the evictions on Lord Lansdowne's estates did not cease, he and Kilbride, who was the principal tenant on his lordship's Lugganurra estate, and who was recently evicted, would visit Canada to begin an agitation with a view of having Lord Lansdowne ousted from the palace at Ottawa.

St. Peter's Church.

SERVICES DURING HOLY WEEK.

Palm Sunday. Holy Communion, 8 a. m. Matins and Litany, 11 a. m. Children's Service in Church, 3 p. m. Evensong and Story of the Cross, 7 p. m. Monday, Tuesday and Wednesday. Holy Communion, 7.45 a. m. Matins and Litany, 9 a. m. Evensong, Meditation and Story of the Cross, 7.30 p. m.

Maundy Thursday. Holy Communion (Choral), 8 a. m. Matins and Litany, 9 a. m. Evensong, Meditation and Story of the Cross, 7.30 p. m.

Good Friday. Matins, Litany, the Reproaches and Ante-Communion, 10 a. m. Meditations on the Seven Words from the Cross, 12.3 p. m. Evensong and Meditation, 7.30 p. m.

Easter Eve. Holy Communion, 7.45 a. m. Matins, 9 a. m. Evensong, 5 p. m. The evening meditations during the week will be on Jewish Sacrifices fulfilled by Our Lord. Monday—Jesus the Burnt Offering. Tuesday—Jesus the Sin Offering. Wednesday—Jesus the Trespass Offering. Thursday—Jesus the Peace Offering. Good Friday—Jesus the Water of Separation.

ENTERTAINMENT

St. Peter's Boys' Schoolroom, Easter Tuesday Evening, April 12th.

THE following ladies and gentlemen will take part:— READERS—Miss Lawson, Rev. James Simpson, Messrs. E. J. Hodgson and W. C. Harris. VOCALISTS—Mrs. Malcolm Macleod, Mrs. Strickland, Miss Minnie Palmer, Miss F. Earle, Messrs. Maynard and F. P. Carvell. PIANISTS—Miss Russell, Miss Maude DesBrisay, Miss Wright, Mr. Arnaud (Sir Peter and Lady Fozzie, in costume.) Admission, 20 cents. April 2, 1887. 51 sat to th sat tu

GRAND Military Concert,

Under the Patronage of His Honor Lieutenant Governor Macdonald His Worship Mayor Haviland and the Officers of the Active Militia.

A CONCERT in aid of the funds of the Artillery Band will be given, under the above auspices, in the

Y. M. C. A. HALL,

TUESDAY, the 19th Inst.

to commence at 8 p. m., the programme for which will appear in due time. Doors open at 7.30 p. m. Admission, 35 cents. April 2, 1887.—2 aw th sat

CHALLENGE.

To Mr. Patrick Duphy, Lot 49: I AM willing to trot my mare "Flying Cloud," against your horse "Yucca," for \$10, on Pinetie ice, on TUESDAY next, April 5th, at 11 o'clock, a. m., mile heats, best three in five. J. W. M. FINLAYSON, Point Prim. April 2, 1887.—41 pd

CAUTION.

THE public are hereby cautioned against giving credit to my wife SARAH THOMAS, on my account, as I will not be responsible for any debts contracted by her, whether in my name or otherwise. She has left my house and has no authority from me to incur any debts. WILLIAM THOMAS. Ch'town, April 2, 1887.—31 pd

FOR SALE.

THE valuable Freehold Property situated on Kent Street, being one-half of Town Lot number Thirty-two, in the fourth hundred of town lots, Charlottetown, together with Dwelling House, Baker's Oven and other Buildings thereon. This affords an excellent opportunity for any person wishing to purchase a very desirable property in a central position. Part of the purchase money may remain secured by a mortgage on the property for a term of years. For further particulars apply to JAMES D. MASON. Ch'town, April 2, 1887.—2aw sat tu wky 41

Tryon Woolen Manufacturing Co. HAVE opened an Agency in the GANERSON Store, with an excellent assortment of their own Tweeds, Blankets and Plaids. When navigation opens they intend adding Gentlemen's Furnishings and some other lines in DRY GOODS. Their manufacture 80,000 lbs. of P. E. Island wool yearly, and ought to be well patronized. April 1, 1887.

COAL.

200 TONS good House Coal (Picton and Glace Bay), for Sale. Apply at the GAS WORKS. April 1, 1887.—41

TO LET—Shop and Warehouses lately occupied by Beer & Sons at Head St. Peter's Bay. Apply on the premises. jan27

LONDON HOUSE.

House-keeping Goods, New White and Gray Cotton, New Printed Cottons, Bleached Sheetings, Unbleached Sheetings, Pillow Cottons, Table Linens, Towels, Toweling.

THESE goods have just been opened for Spring Sale, and having been bought before the recent advance in Cottons, will be found extra value.

CARPETS! CARPETS! Brussels, Tapestries, Hems, Floor Cloths, Matting, Hearth Rugs, Door Mats, Lace Curtains.

Tailoring Department.

A lot of Spring Tweeds just opened.

HARRIS & STEWART, SUCCESSORS TO GEO. DAVIES & CO.

Ch'town, March 7, 1887.—wky

Carpets, Oilcloths, AND HOUSE-FURNISHINGS.

WE offer the Largest Assortment in the City in these goods, and at prices very low during March.

28 BALES ROOM PAPER NOW READY.

See our Sample Books before buying elsewhere.

Sheetings, Table Linens, White Cottons, Pillow Cottons, Towels, Prints, Tickings, Gray Cottons, Gingham.

SEERSUCKERS.

A very large assortment of LADIES' CORSETS, at extremely low prices.

JAMES PATON & CO., MARKET SQUARE.

Ch'town, March 12, 1887.—dy wky

NOTICE.

Intending to move back to my own store first of April, I will sell for the next ten days the remaining stock on hand at a sacrifice. J. B. McDONALD. Ch'town, March 21, 1887.—dy & wky

BEER BROS. WE are offering very fine value in Black and Colored Cash-meres and Merinos, also in White and Gray Cottons, Prints and Gingham. In Ladies' Corsets we have exceptional value. We are also offering Carpets and General House-furnishings at very low prices. Good value will also be found in all other departments.

BEER BROS.

Ch'town, March 2, 1887. NORTH BRITISH AND MERCANTILE FIRE AND LIFE INSURANCE CO., OF GREAT BRITAIN. Total Assets, Thirty Million Dollars. FRED. W. HYNDMAN, Agent for P. E. Island. Ch'town, March 14, 1887.—24 mos 2aw