

THE EXAMINER.

VOL. 8. CHARLOTTETOWN, PRINCE EDWARD ISLAND, TUESDAY, DECEMBER 14, 1880. NO. 23

THE DAILY EXAMINER.

Is Published every Evening.
OFFICE:
665' BUILDING, CORNER OF WATER
AND GREAT GEORGE STREETS,
Charlottetown, P. E. I.
RATES OF SUBSCRIPTION:
Six Months, \$2 50
Three Months, 1 25
One Month, 0 50
One Week, 0 12
Advertising at most moderate rates.
Contracts may be made for monthly, quarterly, or half-yearly advertisements, on application.
W. L. COTTON, J. W. MITCHELL,
Manager. Office Sup't.

W. E. GREENWOOD,

Cathedral and Church Organ Builder;
RESIDENCE:
St. Lawrence Hotel, Charlottetown.

SOCIETIES or CHURCHES wishing to get PIPE ORGANS will do well to communicate with the above, who is prepared to build CHURCH ORGANS from \$300 upwards. To any Churches on the Island wishing to get an Organ the terms will be most favorable, and prices will be given much lower than could be obtained elsewhere.

ORGANS and PIANOS of all kinds repaired and tuned.
ALL WORK WARRANTED to give complete satisfaction.
Nov. 30, 1880—3m tod

New Grocery Store.

JUST OPENED!
A General Assortment of
CHOICE GROCERIES
Flour, Tea, Sugar, Molasses,
Currants, Raisins, Soap,
Starch, &c., &c.

W. A. HUTCHESON,
Nov. 11, '80—1m 109 Upper Queen St,
Next door to Miller Bros.

QUEEN INSURANCE COY.

CAPITAL, TWO MILLIONS STERLING
INSURANCE effected on all kinds of Buildings, Merchandise and Produce. Also, on vessels on the stocks.
Special rates for isolated residences.
Losses settled promptly.
GEORGE MACLEOD (Union Bank),
Agent for Prince Edward Island
June, 1877—

EYE, EAR AND THROAT.

DR. J. R. McLEAN,
Graduate of the University of Pennsylvania,
formerly Assistant Surgeon to the 8th and Leont Street Eye and Ear Infirmary, Philadelphia, confines his practice exclusively to diseases of the Eye, Ear and Throat.
Office at St. Lawrence Hotel, Pictou, N. S.
Oct. 14, 1880.

CHEBUCTO MARINE

Insurance Association!
OF HALIFAX.
E. PALMER, Junr.,
Ch'town, Oct. 22, '80—1m Exchange Building.

OLD QUEEN SQUARE LIVERY STABLES RE-OPENED.

THE Subscriber has removed to the commodious Livery Stables,
LATELY OCCUPIED BY MR. JAMES BARR,
North Side Queen Square,
Where you can get the CHEAPEST AND BEST TURNOUTS IN THE CITY.
JAMES N. MILLNER.
Ch'town, Sept. 14, 1880—1y

BARRELS BAIT AND SALT, QUEEN'S WHARF.

500 BAGS SALT,
200 Barrels Herring and Mackerel BAIT,
300 MACKEREL BARRELS,
100 barrels FAT HERRING,
50 half-barrels CODFISH and HAKE.
Just Landed—a choice lot New Labrador Herring.
D. SMALL.
Nov. 17, 1880

OVERCOATS!

W. A. WEEKS & CO'S.

SPLENDID GOODS AT LOW PRICES!
TILL CLOSE OF THE YEAR.

If you want one, try us first.

W. A. WEEKS & CO.,
Sign of the Lion.

Dec. 6, 1880—tu th sat

JAMES HOBBS, CABINET MAKER,

Undertaker, &c.,
Next to Baptist Church, Prince Street, Charlottetown.



The New School Desk supplied at short notice, VERY CHEAP.

UNDERTAKING COFFINS AND CASKETS.

The Undertaking Department personally attended to at moderate charges. All who patronize this establishment may feel confident upon receiving the very best value for their money. All work warranted. Seasoned Stock best kind.
Coffin Pedestals, something new and much needed, sent to the house free of charge.
New Plumes of the latest design.
Parties leaving full orders for funerals will be subject to ONLY HALF PRICE for hearse, with either one or two horses.
Nov. 12, 1880—3m 2w

WINTER CLOTHING

Gentlemen, before Buying your Winter OVERCOATS AND REEFERS, YOU SHOULD VISIT
J. B. MACDONALD'S, QUEEN STREET.

A magnificent stock to choose from—and very cheap.

Ladies' Mantles!

Ladies will find the largest variety and lowest price Mantles in the City at

J. B. MACDONALD'S,
Queen Street.

Nov. 9, 1880:

72 QUEEN STREET.

Fall and Winter Opening

READYMADE CLOTHING GRAND DISPLAY.

We are now selling out our immense Stock at prices that must suit all.

MEN'S WOOL PANTS.....\$1 85 up.
MEN'S WOOL PANTS AND VESTS..... 3 00 up.
MEN'S D. B. REEFERS..... 4 25 up.
MEN'S D. B. OVERCOATS..... 4 75 up.

A SPLENDID VARIETY OF ULSTERS

Also, a varied assortment of Gents' Underclothing, Cardigan Jackets, Mufflers, and all kinds of Wool Goods kept in a Gents' first-class Furnishing Establishment.
Our stock of Wool and Fur Felt Hats, White and Fancy Shirts are taking the lead.
A fine show of Linen and Paper Collars, Cuffs, Silk Scarfs, Ties, Braces, Kid and Cloth Gloves, Buckskin, and all other kinds to suit.
OUR CUSTOM TAILORING DEPARTMENT IS GIVING ENTIRE SATISFACTION.
Please remember the place, and give us a call.

BRUCE & MCKENZIE,

Nov. 2, '80—tu th sat
Next door to Geo. E. Full's, 72 Queen Street.

THE DAILY EXAMINER.

DECEMBER 14, 1880.

OTTAWA NOTES.

THE SYNDICATE AND THE CONTRACT.
After the passage of the Address the Syndicate Contract was submitted by Sir Charles Tupper.

THE CONTRACTORS.
Of the one part, Sir Charles Tupper, R. C. M. G., represents the Dominion of Canada, and of the other part there are George Stephen and Duncan McIntyre, of Montreal; John Kennedy, of New York; Richard B. Angus and James K. Hill, of Minnesota; Martin Rose & Co., of London; and E. K. Renaud & Co., of Paris.

SECTIONS.
For the better interpretation of the contract it is declared that the portion of the railway called the Eastern Section shall comprise that part of the Canadian Pacific Railway to be constructed from the western terminus of the Canada Central Railway, near the east end of Lake Nipissing, known as the Callendar Station, to a point of junction with that portion of the Canadian Pacific Railway now in course of construction, extending from Lake Superior to Selkirk, on the east side of Red River, which latter portion is called the Lake Superior Section; that the portion of said railway now partially in course of construction, extending from Selkirk to Kamloops, is hereinafter called the Central Section, and the portion of said railway now in course of construction, extending from Kamloops to Port Moody is called the Western Section.

SECURITY.
The contractors are to deposit with the Government \$1,000,000 in cash or approved securities, as a security for the construction of the railway. The Government is to pay to the company interest on the cash deposited at the rate of four per cent. per annum, half yearly, and pay over to the company the interest received upon the securities deposited, until default in the performance of the conditions thereof, or until the repayment of the deposit to the company on the completion of the railway.

CONSTRUCTION.
The work of construction shall be commenced at the eastern extremity of the Eastern Section not later than the first day of July next, and the work upon the Central Section shall be commenced by the Company at such point towards the eastern end thereof on the position of the line now under construction, as shall be found convenient and as shall be approved by the Government at a date not later than first May next; and the work upon the Eastern and Central Sections shall be vigorously and continuously carried on at such rate of annual progress on each section as shall enable the Company to complete and equip the same and each of them in running order on or before the first day of May, 1891, by which date the Company agree to complete and equip the said sections in conformity with this contract, unless prevented by the act of God, the Queen's enemies, intestine disturbances, epidemic floods, or other causes beyond the control of the Company; and in case of interruption or obstruction of the work of construction from any of the said causes, the time fixed for the completion of the railway shall be extended for a corresponding period. On the other hand, the Government shall cause to be completed the said Lake Superior Section by the dates fixed by the existing contracts for the construction thereof, and shall cause to be completed the portion of the Western Section now under construction, namely, from Kamloops to Yale, within the period fixed by the contracts therefor, namely, by the 30th January, 1883, and shall also cause to be completed, on or before the first day of May, 1891, the remaining portion of the said Western Section, lying between Yale and Port Moody, which shall be constructed equally good quality in every respect with the standard hereby created for the portion hereby contracted for; and the said Lake Superior Section, now under contract, shall be completed as nearly as practicable according to the specification and conditions of the contracts thereof, except in so far as the same have been modified by the Government prior to this contract.

The Company shall pay to the Government the cost according to the contract, of the portion of railway, 100 miles in length, extending from the city of Winnipeg westward, up to the time at which the work was taken out of the hands of the contractors, and the expenses since incurred by the Government in the work of construction, but shall have the right to assume the said work at any time, and complete the same, paying the cost of construction aforesaid so far as the same shall have been incurred by the Government.

OWNERSHIP.
The Railway shall be the property of the Company, and, pending the completion of the Eastern and Central Sections, the Government shall transfer to the Company the possession and right to work and run the several portions of the Canadian Pacific Railway already constructed, or as the same shall be completed; and upon the completion of the Eastern and Central Sections, the Government shall convey to the Company, with a suitable number of station

buildings, and with water service (but without equipment), those portions of the Canada Pacific Railway constructed, or to be constructed, by the Government, which shall then be completed, and upon the completion of the remainder of the portion of railway to be constructed by the Government, that portion shall also be conveyed to the Company, and the Canadian Pacific Railway shall become, and be thereafter, the absolute property of the Company, and the Company shall thereafter and forever efficiently maintain, work, and run the Canadian Pacific Railway.

PAYMENT.
The Government agree to grant to the Company a subsidy in money of \$25,000,000, and in land of 25,000,000 acres, for which subsidies the construction of the Canada Pacific Railway shall be completed, and the same shall be equipped, maintained and operated,—the said subsidies respectively to be paid and granted as the work of construction proceeds, in the manner and upon the conditions following;—that is to say:

Table with 2 columns: Section Name, Amount. Includes Central Section (1350 miles) and Eastern Section (650 miles) with sub-sections and their respective subsidies.

Upon the construction of any portion of the Railway, not less than twenty miles in length; and the completion thereof so as to admit of the running of regular trains thereon, together with such equipments as are required for the traffic thereon, the Government shall pay and grant to the Company the money and land subsidies belonging thereto, according to the division and appropriation thereof made as hereinbefore provided, the Company having the option of receiving in lieu of cash terminable bonds of the Government at such rate of interest for such period and nominal amount as may be arranged, and which may be equivalent to the corresponding cash payment, the Government allowing four per cent interest on monies deposited with them.

If at any time the Company shall cause to be delivered, on or near the line of the said railway, at a place satisfactory to the Government, steel rails and fastenings to be used in the construction of the railway, but in advance of the requirements for such construction, the Government, on the requisition of the Company, shall, upon such terms and conditions as shall be determined by the Government, advance thereon three-fourths of the value thereof, at the place of delivery, and a proportion of the amount so advanced shall be deducted, according to such terms and conditions, from the subsidy to be paid thereafter upon settlement for each section of 20 miles of railway, which proportions shall correspond with the proportion of such rails and fastenings which have been used in the construction of such sections.

Until the first day of January, 1882, the Company shall have the option instead of issuing land grant bonds as hereinafter provided, of substituting the payment by the Government of part of the interests on the bonds of the Company mortgaging the railway and lands to be granted by the Government, running over such term of years as may be approved by the Governor-in-Council, in lieu of the cash subsidy hereby agreed to be granted to the Company, or any part thereof, such payment of interest to be equivalent according to actual calculation to the corresponding cash payment, the Government allowing four per cent interest on monies deposited with them.

The Government also grant to the Company the lands required for the road bed of the railway, and for its station grounds, works, dock grounds and water frontage at the termini on navigable waters, building yards and other appurtenances required for the convenience and effectual construction and working of the Railway in so far as such land shall be vested in the Government, and the Government shall also permit the admission free of duty of all steel rails, fish plates and other fastenings, spikes, bolts and nuts, wire, timber and all material for bridges, to be used in the original construction of the railway and of a telegraph line in connection therewith, and all telegraphic apparatus required for the first equipment of such telegraph line; and will convey to the Company at cost price with interest, all rails, and fastenings bought in since the year 1879, and other materials for construction in the possession of or purchased by the Government, at a valuation, such rails, fastenings and materials, not being required by it for the construction of the said Lake Superior and Western Sections.

The grant of land agreed to be made to the Company shall be so made in alternate sections of 640 acres each, extending back 24 miles deep on each side of the Railway, from Winnipeg to Jasper House, in so far as such lands shall be vested in the Government, the Company receiving the sections bearing uneven numbers; but should any of such sections