

The Daily Examiner

OCTOBER 24, 1885.

Editorial Notes.

The Postmaster General of the United States has declared that it is the policy to public policy to accept the security of the guarantee companies for postmasters. His principal ground is that it is often a necessity to place surety of a postmaster in charge of an office, and that outside corporations with no resident agent would make this impossible.

A source of traffic for the Canadian Pacific Railway, when it is finally completed, will be the supplying of the people of British Columbia with those classes of merchandise coming under the head of animals and their products. The Victoria Times estimates that at present at least a million dollars a year is sent out of that province to pay for those articles, which, next year, it will be more easy to obtain from the ranges on the eastern side of the Rocky Mountains, benefitting alike the Canadian producer and the consumer, who will be enabled to obtain in his own country an equally good article at a cheaper rate than heretofore.

Bradstreet's says that the total value of imports of merchandise free of duty into the United States from January 1 to August 31 last amounted to \$121,860,918 against \$132,517,663 in eight months of 1884, a decline this year as compared with last, amounting to \$10,656,745. The value of dutiable merchandise imported for the eight months of 1885 was \$258,683,359 as compared with \$306,027,301 in 1884, a decline of \$47,343,942. The gross decline for the eight months of the current year as compared with last, is \$58,000,687. The value of dutiable merchandise imported during August was about \$1,000,000 less than in the like month in 1884.

Hon. Mr. Chapleau, a French-Canadian leader and Secretary of State in Sir John Macdonald's Cabinet, has recently returned from Paris, whither he had gone for his health. In an interview, speaking of the attitude of Paris towards Riel, Mr. Chapleau said:—At first there was a good deal of sympathy for Riel because they had a wrong idea about his case. They thought he was a Frenchman who was persecuted by the English Government, and this idea was given vent to in articles in all the papers in France having the best standing, like the Figaro—articles which were written without any consideration of the true facts. They now feel exactly as all men feel—that is to say, that law and justice should be supported in their course. Even the papers that have written those articles in favor of Riel have since gone back on them, and placed the facts in the proper light before their readers.

The long continued arbitrary policy of King Christian, in refusing to dismiss the Estrup Cabinet in compliance with the vote of Parliament, and levying alleged unconstitutional taxes because Parliament refused to vote the budget, has led to a number of serious riots and imposing demonstrations at Copenhagen against the King and the Estrup Ministry. The people have determined that their representatives in Parliament shall have some voice in the affairs of government, and have become so threatening in their demand that the King has ordered the garrison of Copenhagen to be largely reinforced. These popular manifestations are not confined to Copenhagen alone, but are general throughout Denmark. It is expected that a state of siege will be declared, and it is feared that a revolution will arise if the King persists in refusing concessions asked by Parliament. A number of political arrests have been made tending to further excite the people, and bloodshed is anticipated.

Temperance.

On the evening of the 10th inst., Mr. A. J. Campbell, Provincial Deputy, instituted a Lodge of Good Templars at Flat River, to be called "Sunny South, No. 27." The Lodge starts with a membership of thirty, many of whom are energetic, and will carry on a good work for the cause and order. The following are the officers, viz:—

- W. C. T.—D. McRae.
W. V. T.—Lizzie McKenzie.
Secretary—D. McMillan.
Fin. Secretary—J. Balderson.
Treasurer—Minnie Crawford.
Chaplain—D. A. McDonald.
Marshal—D. E. Ross.
D. M.—A. W. Ross.
Guard—L. W. Ross.
Sentinel—Katie J. Ross.
A. S.—Mary McKenzie.
L. S.—Katie A. McDonald.
R. S.—Maggie E. Ross.
P. W. C.—D. M. McPherson.
L. Deputy—J. Balderson.

JOSEPH COOK is to-day a man in early middle life; a large man of nervous, sanguine temperament; fatter, it seems than a man of such restless activity could be, with a round, frank face, a pleasant mouth, a non-aggressive nose, blue, kindly, overcast eyes that persist in shutting themselves; a high, broad brow, burdened by reflective faculties; a large head covered with a mane of brown hair; and the moon-like roundness of his visage is lengthened by a brown beard. In repose he is a fair, comfortable man, not suggestive of mental sovereignty, but the moment he speaks you are sure of his power.

Cut in two.—At Hamilton, Ont., on the 20th inst., Ellen O'Neill, an old woman, got drunk and laid down on the H. & N. V. track where it crossed Wentworth street. The train from the south cut her clean in two.

P. E. Island and the Mainland.

THE PROPOSED SUBWAY TO CONNECT THE TWO—SENATOR HOWLAN OUTLINES THE PROJECT—A DARING SCHEME.

(From the St. John Telegraph.)

Senator Howlan of Prince Edward Island is at the Royal. For some time past the Senator has been advocating a tunnel or subway to connect Prince Edward Island with the mainland. When the Island Province became a part of the Dominion one of the terms of the arrangement was that the Island should have regular communication with the mainland summer and winter. It was not difficult to arrange for the summer communication. A line of steamers was already established, and these have since been maintained by the Dominion Government granting a subsidy. An attempt was also made to establish regular winter communication by the steamer Northern Light, but the difficulties have been so great that very often the steamer has been unable to make her regular trips because of the immense quantities of floating ice in the straits and harbor.

THE MAILS

have been carried during a portion of the winter season in the old way by ice boats across the Straits between Cape Traverse and Cape Tormentine. Always hazardous, even in the best weather, the accident of last winter, which might occur at any time, proved that as a means of communication for passengers the ice boats were extremely dangerous.

The project brought forward by Senator Howlan was first discussed in the Senate during the session just closed. Since that discussion took place a large amount of additional information has been obtained relating to the feasibility of a tunnel to connect Cape Traverse with Cape Tormentine. The building of the New Brunswick and Prince Edward Island Railway to the last mentioned cape, and of the Prince Edward Island Railway to Cape Traverse, will tend to throw a large part of the trade between the two points, and more particularly so as the Straits are narrowest between these two capes, the width being only about eight and a half miles from shore to shore, and if a tunnel were constructed all the trade between the island and mainland, winter and summer, would naturally pass through it.

No one has doubted that such a project, starting as it may appear, was impossible, or impracticable, but the great difficulty has been the item of cost. To build such a tunnel as was formerly considered necessary, would cost \$12,000,000. Therefore, with such a large cost to face no government would attempt the work. The success of the more recent subways which, being of metal and concrete, are less expensive, bring the tunnel within the range of possibility or even probability, and so far overcome the objection in the matter of cost, as to remove it altogether. It is now claimed that the whole work, by taking advantage of existing piers, could be completed for about \$3,000,000, representing an annual interest charge of \$120,000, provided the money were borrowed by the Dominion Government.

THE PROMOTERS OF THE SUBWAY PROJECT claim that if the subway or tunnel were built the annual loss of \$150,000 on the operating expenses of the Prince Edward Island Railway would be reduced one-half or, say, \$75,000; that the expenses of maintaining the steamer Northern Light, \$35,000 annually, the subsidy to the Dominion steamers \$10,000 a year, and the iceboat service, which costs about \$6,000 yearly would be saved, giving a total saving of \$126,000. This, those who have given the matter careful attention, hold would be saved to the government, and when placed against the interest charge on the cost of the subway would result in a saving to the government on their present expenditure for Island communication, besides giving better and more regular service all the year round, than at present.

"How do you propose to make the connection between the Capes?" the reporter inquired of the Senator.

"The project," Senator Howlan said, "may be briefly described as follows: Through a practical survey of the Straits from shore to shore, besides an examination of Bayfield's charts, it appears that the water in the Straits varies in depth along the proposed route of the subway from about one to twelve fathoms. The sea bottom is almost level, with the exception of a very short distance near the New Brunswick shore. Owing to the shallowness of the water on each shore, piers can be built out from one to one and a half miles on the Prince Edward Island shore, and from two to two and a half miles on the New Brunswick shore before a depth of 30 feet of water is obtained. Within the 30-foot draft the ice in winter forms into what is known as board or solid ice, which remains permanent during the winter.

"The Prince Edward Island Railway at Cape Traverse runs out on a pier extending 2,000 feet from the shore.

ON THE NEW BRUNSWICK SHORE,

at Cape Tormentine, the Government have decided to build a pier for the New Brunswick & Prince Edward Island Railway, which will extend out into the strait some 3,000 feet. In constructing the subway it is contemplated to extend the piers already built on each side within 100 yards of the floating ice, thus reducing the length of the subway proper to about four miles. The subway is built in sections, each ten feet long. The metal tube is 16 feet in diameter, which would give ample room for a railway of the standard gauge. It is built in five segments of a circle, the plates of which are of metal three inches thick, except at the angles where the segments meet, where the thickness will be four inches. Equi-distant from the sides of each segment there is a strip called the shrinkage strip, which is six inches thick, to allow for the contraction of the tube. Each segment is fitted together with 2 1/2 inch bolts, to be of a tensile strength of 1,200 tons. Each ten feet of the metal tube will weigh 25 tons, and be capable of bearing a crushing weight of 400 tons. The metal of which the tube will be composed will be anti-corrosive and lined on the inside with one foot of concrete. On the bottom the concrete will be 2 feet 8 inches thick, and into this the ties on which the track rests will be imbedded. When completed the tube will weigh 6 1/2 tons to the foot. "In laying the subway the course will first be dredged out so that the top of the

tube will be just level with the bottom of the Straits,

TO PREVENT ANY POSSIBLE INJURY from contact with the ice. The dredging will be a comparatively easy task, as the bottom for a depth of 12 feet is composed of sand, under which there is a strata of 60 feet of brick clay. The mode of constructing subways under rivers has been greatly simplified by a recent patent obtained by Haden H. Hall, of New York, a full description of which was given in the Manufacturer and Builder of July last. After the first two or three sections of the tube are completed a moveable caisson, which effectually prevents water getting into the tube, is fitted over the end. The caisson is made of three-inch iron, and shaped very much like a snow plough. It is 36 feet long, 26 feet wide, and 22 feet high. A clevis, to which the anchor is attached, is secured on the apex of the angle in front of the caisson, which has a flat bottom, and can be floated at any depth or kept on the bottom by means of ballast. A funnel 15 feet in diameter, and extending 15 feet above the water line, supplies ventilation and a portion of the light necessary in prosecuting the work.

"The caisson receives the river end of the tube much in the same manner as the shaft of a steamer is run through the stern post to connect with the screw, or as a stovepipe fits into a chimney hole. At the orifice where the tube or

TUNNEL ENTERS THE CAISSON it is surrounded with rubber packing, which renders it perfectly watertight. The end of the tube is thus effectually sealed and the work of construction can go on inside the caisson without interruption. The interior of the marine workshop is fitted with four 1,000 horse power hydraulic jacks, a 12 horse power air engine, four hydraulic lifting cranes, and all the necessary tools of a mechanical workshop. The roadbed in the tunnel is completed as the work advances, and can be utilized for bringing the material for the tunnel into the caisson. As each ten-foot section is completed the caisson is moved ahead by means of the hydraulic presses, and thus the work progresses until the river or strait is crossed.

"It is thought that the strait can be crossed in two seasons. At the close of the first season the end of the tube would be made water tight, the caisson floated off and sunk to the bottom to remain there for the winter. The following spring the water would be pumped out, the caisson fitted over the end of the tube and the work resumed as before. Now," said the Senator, "I entered upon this thing without much knowledge of the subject, but since I have it in hand I have laid

THE PROJECT BEFORE SEVERAL ENGINEERS, who have pronounced strongly in favor of it. The gentleman who made the estimates was Mr. Vernon Smith, who, after a careful study of the project, pronounces it perfectly feasible. Mr. Walter Shanly, one of the foremost men of his profession, says, in a letter addressed to me after an examination of the plans and specifications in connection with the work: 'As for my own views, all I can now say is that I fail to detect any apparent reason why your idea should not come to be classed among the feasible projects of the engineering world.' Mr. A. L. Light, C. E., Mr. James Brown, C. E., and a number of others equally competent to judge, have also pronounced in favor of the scheme. As a practical man, though not an engineer, I am at a loss to see why the subway is not entirely practical. I believe it is; but if, after examination by engineers of ability, it is proved that I was wrong, then I will yield to their better judgment."

"Are there many subways in operation at the present time?" "Yes, quite a number. In my speech before the Senate last winter I quoted from London Engineering some particulars of a number of similar schemes to that which I propose. One of these, the Central London Subway, was two miles long and 49 feet below the surface. Another, the King's Cross, Charing Cross and Waterloo Subway, consisting of two tunnels 10 feet each in diameter and 2 1/2 miles long, passing under the Thames at 72 feet below low water mark. A third, the Marble Arch, Regent Circus and City Subway was 3 1/2 miles long and 10 feet in diameter. The three last mentioned are all intended to receive tracks of the standard (4 feet 8 1/2 inches) gauge."

HOW TO VENTILATE THE TUNNEL

"How would such a tunnel as you propose be ventilated?" "Ventilation would be secured by two automatic air pumps, which would be placed in the tube within 100 yards of where it leaves the pier. These pumps are so arranged that whenever the air in the tunnel becomes bad the pumps would set themselves in motion and introduce fresh air. It would require about 800 lbs. coal per day to keep the pumps in operation."

"Are there many inequalities in the bottom to be overcome?" "The bottom of the Strait is exceptionally level, the water shoaling very gradually. Near the New Brunswick shore there is one bad place, a deep hole, but we have ascertained quite recently that we can get around this with very little difficulty. There are no serious obstacles to be met with from that cause."

NEW MEAT MARKET.

THE Undersigned, having taken a Stall in the City Market, begs respectfully to inform the ladies and public generally of Charlottetown, that he intends having for sale on and from FRIDAY next,

Prime Pork, Sausages, Lard, Fresh and Corned Pork, and Brawn or Potted Meat,

and having had considerable experience in making and preparing the above articles, hopes to have a share of public patronage. E. WALLER, King Square. Ch'town, Oct. 24—1mo ad

"No better proof than the character of the audience could have been desired to show that Mr. Cook's popularity as a lecturer is not confined to the Evangelical denominations."—BOSTON DAILY ADVERTISER.

MARKET HALL.

Wednesday and Thursday Evenings, NOVEMBER 4th & 5th.

JOSEPH COOK

WILL deliver two of his most popular Lectures in the Market Hall, Charlottetown, on the above dates.

SUBJECTS: WEDNESDAY—"Seven Modern Wonders of the World."

THURSDAY—"Does Death End All?"

Price of Admission, 50 Cents. Family Tickets of three and over can be had at special rates at the Diamond Book Store.

Secure your Tickets early as only a limited quantity will be issued. For sale at Apothecaries' Hall, Medical Hall, Reddin's, C. D. Rankin's and Watson's Drug Stores, G. H. Haszard's, the Diamond Book Store, and Beer & Sons.

Doors open at 7.30; Lecture to commence at 8 o'clock.

The Market Hall will be thoroughly cleaned and comfortably seated for the occasion.

Attentive Ushers will be in attendance. Ch'town, Oct. 24—wfw wky li

CHRISTMAS SEASON, 1885.

Prang's Celebrated PRIZE XMAS CARDS!

ALSO, a full line of Prang's Satin and A. Plush Cards and other Christmas Novelties.

'THE BOSTON CARD'

is the name of the Most Popular Card for this season. Do not fail to see it and leave your orders for it at once.

G. H. HASZARD,

BROWN'S BLOCK, QUEEN SQUARE. Ch'town, Oct. 24, 1885.

Jersey for Sale.

A BEAUTIFUL fawn-colored JERSEY HEIFER, due to calve in the middle of February next. The dam is a rich cream and butter cow.

T. HEATH HAVILAND, Alma Cottage. Ch'town, Oct. 24, 1885—tf

Liberal - Conservative Convention.

A CONVENTION of Delegates from the different Polling Districts of the Fort Augustus and Belfast Electoral Districts will be held in SCOTT'S HALL, Charlottetown, on WEDNESDAY, the 4th day of November next, for the purpose of selecting a Candidate to represent the Second Legislative Council District of Queen's County in the Legislative Council, in the room of Laurence McMillan, Esq., deceased.

DONALD FERGUSON, Vice President for Fort Augustus District. ALEXANDER MARTIN, Vice President for the Belfast District. Oct. 24, 1885—dy wky her li

GRAND Colonial Exhibition in London, Eng., 1886.

REFERRING to the above, it has been decided to forward specimens of Fruit in glass jars, preserved by a solution of salicylic acid; Vegetables, such as Potatoes, Turnips, Cabbage, Mangolds, &c., will be placed in kegs or half-barrels, preserved in the same way. Farmers who have extra good specimens of Vegetables, are requested to forward samples of the various kinds (three or four will be sufficient) to the Station Master on the Railway, or direct to either of the Agents. Care should be taken to prevent injury to products from bruising.

A. MCNEILL, Charlottetown. RICHARD HUNT, Summerside. Agents for Collecting Exhibits. Oct. 24, 1885—dy wky

TO SHOEMAKERS.

A FRESH Stock of SHOE-FINDINGS, specially selected in England, just received, and will be sold Cheap as usual.

M. McQUAID, Lower Queen Street. Oct. 22—2wk eod wky 1mo

EXHIBITION.

H. B. SMITH, "Dominion House," will exhibit his defeated Stock before the Public, on the Market Square, in Charlottetown, on FRIDAY, the 30th inst., at 12.30 p. m. The public will then be enabled to judge of the comparative merits of these animals with those which were awarded prizes on Exhibition Day. The Commissioners are invited to bring forward at the same time the Stock to which prizes were awarded, and also to be present themselves. Oct. 22—dly 30

COAL! COAL!

360 TONS Anthracite, Egg and Chestnut, and all other kinds always on hand and Cheap for Cash at R. McMILLAN'S COAL DEPOT. Oct. 16, 1885—tf

FUR GOODS.

A VERY LARGE STOCK AT

STANLEY BROS.,

BROWN'S BLOCK, OPPOSITE MARKET HOUSE.

FUR TIPPETS! FUR TIPPETS! in Black and Brown.

FUR TRIMMINGS, in Brown and Black, all widths, from 2-inch to 8-inch. MUFFS, all kinds. ASTRACAN JACKETS, Best Quality.

The Public are respectfully invited to look at these Goods, as we have marked them VERY LOW to secure a ready sale.

STANLEY BROS.

Ch'town, Oct. 23, '85.

NEW FALL GOODS!

NEW GOODS IN GREAT VARIETY

— AT —

L. E. PROWSE'S.

CHEAP CASHMERE, Cheap Merinos, Cheap Dress Goods, Cheap Fringes, Cheap Fur, Cheap Velvet, &c.

Ready-made Clothing at a great bargain; Pants 90cts, up; Vests, 75cts, up; All-wool Suits \$5, worth \$11. 425 Overcoats and Ulsters, \$3, \$4, and \$5 less than regular prices. A great part of this Clothing was bought at less than half-price and will be sold at Awful Low Prices.

L. E. PROWSE, Sign of the Great Big Hat, 74 Queen Street.

Ch'town, Sept. 29th, 1885

PERKINS & STERNS

ARE NOW SHOWING

AN IMMENSE STOCK,

CONSISTING IN PART OF THE FOLLOWING GOODS:

ANTIMACASSARS, Albums, Boot Laces, Brushes, Braçes, Braids, Buttons, Belts, Barge, Bonnet Shapes, Bonnet Borders, Bone, Buckles, Baskets, Boys' Suits, Brackets, Bonnet Boxes, Cottons, Curtain Hooks, Cushion Tassels, Cord, Collar Studs, Curling Tongs, Carpet, Cloth, Combs, Corset Laces, Carpet Binding, Chamois Skins, Cloak Clasps, Crochet Hooks, Crape, Counterpanes, Caps, Canvass (for working on), Corsets, Card Cases, Collars, Cuffs, Damask, Dress Caps, Dress Steels, Dress Goods (every kind), Dolls, Elastic, Embroidery, Embroidery Cotton and Silk, Flannels, Flannel Binding, French Merino, Frillings, Fancy Goods, Fur-lined Cloaks, Fur Capes, Fur Trimming, Fur Caps, Muffs, Dog Skin Jackets, &c. Fringes, Felt (for embroidering on), Floss, Furniture Gimp, Flowses, Feathers, Gold Braid, Gossamer, Garters, Gloves, Hair Nets, Hose Supporters, Hair Pins, Hat Bands, Handkerchiefs, Hosiery, Hats, Insertion Fronts, Infants' Bibs, Jackets, Jerseys, Knitting Cottons, Linens (all kinds), Lamp Wicks, Laces, Mats, Matting, Mending, Measuring Tapes, Mirrors, Millinery (a grand display), Muslin, Mantlepiece Borders and Borders, Napkins, Needles, Neckties, Neckties, Oil Cloth, Ornaments, Print, Paper, Pins, Purses, Plush (a big range), Railway Rugs, Rubber Circulars, Room Paper, Ribbon, Sheeting, Shirts, Skirts, Shawls, Cushions, Shirts and Drawers, Silk, Satin, Slipper Patterns, Skirtings, Brackets, Table Scarfs, &c., Sashes, Sewing Silk, Satchels, Towels, Thread, Tape, Thimbles, Turkey Cotton, Toilet Covers, Table Covers, Trouser Stretchers, Table Mats, Toilet Sets, Trimmings (all kinds), Twine (Macrame), Ulsters, Umbrellas, Venetian Tape and Line, Ladder Webb, &c., Velvet, Velveteen, Wincey, Wicking, Window Holland, Wool Goods in Cardigan Jackets, Alexandra Jackets, Vests, Jerseys, Squares, Scarfs, Infantees, Bootees, Hoods, Cuffs, Caps, Child's Costomes, Bonnets, Dresses, Pelisses, &c.

Yarns, in Scotch, Bee Hive, Rutland, Saxony, Berlin Wool, Andalusian Wool, Frosted Ice Wool, Tinsel Wool, &c.

The above has been personally selected in the best markets and are offered at very low prices. Letter orders receive prompt and careful attention.

PERKINS & STERNS.

Ch'town, Sept. 25, '85.

MAGNET SOAP,

(WARRANTED PURE.)

THIS SOAP is made from the BEST MATERIALS, and is Superior to any similar article manufactured. For general household and family use it SURPASSES all others.

It will be to Your Interest to Try it.

FOR SALE WHOLESALE BY FENTON T. NEWBERY.

July 22nd, 1885—6mos