

THE DAILY EXAMINER.

OCTOBER 30, 1888.

Communication with the Mainland.

ANOTHER season of interrupted communications began with the storm of yesterday. We are again painfully reminded that Prince Edward Island is still heavily handicapped in running the race with the other Provinces of Canada; and that the terms of Confederation in this regard are yet—after fifteen years have passed away—unfulfilled.

That we can, nevertheless, live and prosper—to some extent—is true. The conditions would be hard indeed under which an industrious and thrifty people, living on a fertile soil and enjoying a good climate, could not add to their wealth and happiness. But it is also true that this Province can never prosper as it ought to prosper, can never reach a full development, until the invidious bar which stops our communications with every blast that blows and every field of ice that passes its southern border, is in some way overcome.

Nor is the matter one of merely local importance. It is admitted that when one member of a body suffers all the other members also suffer. If we suffer—as we do to an incalculable extent—because we cannot, at the times we most require it, obtain access to the markets of the world, the other Provinces of Canada suffer more or less because they cannot, often when they most desire it, have the privilege of purchasing from our storehouse of surplus produce or selling to our merchants goods which they may have to sell.

Again, interprovincial trade, free and untrammelled, is one of the chief, one of the best, planks in the policy of Canada; and it never can be had in its integrity while communications with Prince Edward Island are, year after year, interrupted or closed.

It follows that the true interests of the people of this Province in particular, and of Canada at large, will be materially advanced by the adoption of means to render our communications with the mainland continuous and unvarying. And as it is the duty of all men to promote their true interests, it is certainly our duty to agitate the matter until such means are obtained.

As a preliminary to further action, it may not be amiss to review—now, at the beginning of the season—that which has already been done.

First, then, the far-seeing men who negotiated the terms of union obtained a guarantee that the Government of Canada should provide and maintain:—

“Efficient Steam Service for the conveyance of mails and passengers, to be established and maintained between the Island and the mainland of the Dominion, Winter and Summer, thus placing the Island in continuous communication with the Intercolonial Railway and the railway system of the Dominion.”

The impossibility of fulfilling this contract by means of a steam vessel having been sufficiently demonstrated, Senator Howland set about the promotion of Hall's Metallic Subway scheme. This scheme has been recommended as ingenious and practicable by several of the first engineers in the world,—including Sir Charles Brainerd, Sir Douglas Fox, Sir Charles Fox, General McAlpine, W. R. Harlem, Andrew Onderdonk, R. P. Rothwell, Professor Wahl and Professor Bull; and it has been declared to be applicable to the narrow strait between Capes Tormentine and Traverser by Walter Shanley and other engineers of world-wide repute.

We submit that declarations of mere opinion—that “it can't be done” ought not now to weigh heavily upon the minds of the men of Ontario and Quebec who are disposed to think that a national contract should be fulfilled!

The attention of Her Majesty's Government was drawn to the matter by Messrs. Sullivan and Ferguson; and after making a deliberate and exhaustive enquiry into it, the Secretary of State, the Earl of Granville, advised the Government of Canada in a formal despatch that:—

“The proposed metallic subway should receive full and, if possible, favorable consideration on the part of the Dominion Government. It should now be able to complete its system of railway communication by an extension to Prince Edward Island.”

These words of Lord Granville should, we think, strengthen the feeble knees of those who are disposed to think that it “can't be done”; and that Canada may therefore be excused from the performance of its contract.

Sir Alexander Campbell, who represents the mind of Ontario, as truly as any other living man, was constrained to admit—at the conclusion of one of Senator Howland's speeches, that he (Senator Howland) had removed his measure from the category of things impossible, and “placed it in the list of things which are certainly possible.”

If Sir Alexander Campbell has admitted so much, surely the people of Prince Edward Island may go on to press the Government to adopt Senator Howland's measure. Urged by Senator Howland and the Earl of Granville, as well as by his own sense of what is right in respect to this Province and proper in respect to Canada, the Leader of the Government, Sir John Macdonald, has announced that the Government “is encouraged to make further examinations

and surveys, and to submit those already made, as well as those proposed to be made, to a Board of Civil Engineers accustomed to hydraulic works, and works altogether or principally in the water, with a view of obtaining 1st, the feasibility of construction; 2nd, the durability; 3rd, the danger of injury or destruction from any known cause; 4th, the cost. Since this announcement was made a further survey has been held; and a little more encouragement on the part of public opinion may, perhaps, induce Sir John to authorize the prosecution of the work, either by the Government or by a Company in terms of the offer which has been made.

This short review of what has so far been accomplished in the effort to obtain the boon of uninterrupted communication, should, we think, encourage every man here to unite more closely with Senator Howland, and to press more strenuously than ever for the long delayed fulfilment of the terms of union.

Obstacles still remain in the way. There are in respect to this great public enterprise, mountains of ignorance, apathy and prejudice yet to be removed; and, unfortunately, we, in an evil hour, elected to Parliament the wrong men to engage in this work. But let us maintain our courage and our patience. We have men in the Senate and men outside of Parliament who will cheerfully strike many a blow in the cause of right, and do everything they can do to relieve this handicapped Province from the drawback of the ice blockade.

—We have long been aware that the Patriot is—as was the noble Artemus Ward “good at figures.” Its “figures” to show how many in Charlottetown don't go to church are a wonderful exhibition of its great strength in this respect. The ability of our contemporary to estimate the number of persons present in a room—an ability gained by long experience at political meetings—will be admitted by all; but its trick (in respect to the churches) of comparing congregations which were actually counted with congregations of which the numbers were only estimated, is, we think, unusual and not a little “peculiar.” The Patriot's “figures” show that the total attendance of Methodists was 1,950; and the Patriot “estimates” that the number of “worshippers attending” the Methodist churches was only 800! The “figures” showed that the total attendance of Presbyterians was only 1,719, but the Patriot also “estimates” the worshippers in the Presbyterian churches at 800! How is this? Are we to understand that a Presbyterian is a fraction better (as a worshipper) than a Methodist? Of Episcopalians there were in attendance, 1,143; and the Patriot estimates that there were only 550 worshippers. Are we to understand that the Churchmen are, as worshippers, on a lower scale than even the Methodists? At least one thing is clear; the worthy editor, on Sunday, his Presbyterian figuring cap and spectacles.

Our Book Table.

HARPER'S new Monthly Magazine for November contains a fully illustrated article by C. H. Farnham, on “The Lower St. Lawrence,” that will especially interest those who travel on these waters, as well as those who are prevented that enjoyment, and can only go there in imagination. Theodore Child has written on “Paris.” It is full of curious museum facts, and replete with wondrous cuts, that add great value to the text.

The Journey to The Hebrides (third paper) is both instructive and pleasurable reading. John Astor's name is so well known that many will be glad to read Richard Wheatley's account of the New York Road Estate Exchange, so full of portraits of the eminent men who have figured there.

The description (by Charles Gayarre) of the New Orleans' Bench and Bar soon after the cession of Louisiana to the United States, is a fine exposition of the condition of things in that quarter in 1823, and will be read with interest by all in any way acquainted with the Southern History of the United States.

This number is padded with good things, and furnishes another feather in the publisher's cap of performances—Harper & Brothers, New York City.

Educational Society

OF THE METHODIST CHURCH IN CANADA.

In the progress of the educational operations of Canadian Methodism, there never was a time in which so much active interest was shown in the institutions of learning, belonging to that denomination, as at present. The universities and colleges are growing in favor with the people, as the demand for an educated ministry is universal. Living in an age which peremptorily demands all facilities for the higher education of women, it is very satisfactory to note the laudable efforts put forth by the Methodist Church, in the way of building endowments, teaching staff, &c., of their ladies' colleges. The financial purpose of the Society is to aid those institutions engaged in university or theological work. Altogether the Methodists have in Canada, Newfoundland and Japan, 2 universities, 8 colleges, 36 mission schools, 131 day schools, and 2571 Sunday schools, with 191,538 scholars.

The annual public meeting on behalf of this society will be held in the First Methodist Church, in this city, to-morrow evening, at 7.30. Among the speakers will be Jas. R. Inch, Esq., L. L. D., President of Mount Allison University. All friends of education invited to attend.

Our Advertisers To-day.

Geo. M. Harris announces auction sales of apples, furniture, etc., on Wednesday and Friday next.

Come in and see our large stock of Boy's and Girl's Underclothing.—Stanley Brothers, Brown's Block. oct30 eod 31

MAGIC HEALER

SALVE.

The Storm.

By telephone from Summerside to-day we learn that the schooner Annie Florence, loaded with oats, went ashore a few days ago at Cape Bauld, and will be a total wreck. The cargo was transferred to another schooner.

Yesterday morning, while Doyle Gallant, one of the crew, was floating his dunnage from the Annie Florence to the Pioneer, after part of the cargo had been transferred, the painter of the flat-bottomed boat in which he was broke. The fearful storm then raging took him out past the Pioneer into the Gulf. Captain Allen, who had charge of the Pioneer, slipped the cable and pursued the boat, but saw nothing afterwards of its Captain Allen steered for Summerside, and could not stop if he would, until the schooner stuck in the mud by the Railway Station. Perhaps no vessel ever came from the Mainland in a more fearful gale.

In the height of the storm yesterday, the little packet that runs between Cape George, Pictou, &c., made Souris harbor. She was sighted coming when about five miles off, with the seas running mountains high around her. When about a mile and a half off she hauled down her three-reefed foresail, ran in with bare poles, and as soon as inside the breakwater she hoisted a piece of her foresail and ran to anchorage ground. There was considerable excitement on shore in watching the brave little craft, and a feeling of relief was felt all round when she swung to her anchor in safety. The seas that were breaking over the breakwater at the time were at least seventy feet high. They came dashing on, falling a hundred yards inside the work, at times completely enveloping the freight house on the railway wharf, and presenting one of the grandest sights that it is possible to witness.

The schooner Mary A. Jewel, Capt. Gaudet, of Rustico, is ashore, near Knight's wharf, Souris. She left Rustico last Saturday and came into Souris Sunday evening before the storm. About 2 p. m. yesterday she parted both chains and ran ashore, but is said to be not much injured. The crew landed safely before dark.

The Pioneer reports that the schooner Favorite, Captain Sully, loaded with oats by Mr. Jos. Reid, is ashore by the station house, west side of the railway wharf, Summerside. The Loch is also ashore to the windward side of the railway, at the outer end of the coal shed. The same paper also states that the brickwork and some of the woodwork of one of the windows of the Bank of Nova Scotia, Summerside, came down with a crash to the sidewalk during the storm yesterday, and that Hon. G. W. Bentley and Mr. R. S. Bowness, who were coming out of the building at the time, narrowly escaped serious injury.

The steamer St. Lawrence which left here for Pictou at twenty minutes past seven yesterday morning reached her destination at half-past two, and left on return at half-past eight this morning, arriving here this afternoon. The run across yesterday was one of the heaviest for some years.

The Princess of Wales arrived at Summerside from Point du Chene at five o'clock this morning, and left on return at the usual time. The mails were brought to the city in the regular train from Summerside this forenoon.

The storm was also quite severe throughout Nova Scotia and New Brunswick, but no material damage is as yet reported.

Grand Division Meeting at New Glasgow.

[SPECIAL BY TELEPHONE.] THE Grand Division assembled this morning in the new Court House, Grand Worthy Patriarch Crabbe presiding. The attendance is good. The city contingent are Messrs. Crabbe, Wadman, Chappell, Barratt, Rackham, Davison, Stewart, Ross and McInnis. Much disappointment is expressed in consequence of the non-arrival of the Most Worthy Patriarch. New members initiated are Captain Daniel Stewart, Rev. A. S. Carr, Geo. McDougall and E. I. Duck. The reports of Grand Officers showed the Order to be in a good condition. The election of officers takes place this afternoon. The coming man is unknown. It is thought this time that the dark horse will win. A public meeting will be held this evening at half-past seven.

Scott Act Convictions.

Stu.—Notwithstanding all the anathemas and insinuations thrown out and scattered abroad by the District Lodge at Whim Road, and other individuals also, concerning the Scott Act Prosecutor of King's County, that he has not performed his duties faithfully in enforcing the Scott Act, the work which he has performed since his appointment to office speaks louder than words. To show the public, sir, that Mr. Nicholson has done a good deal better than any of his predecessors, he has had tried before J. P.'s of this county not less than twenty-four cases; and still proceeding with a fixed determination to succeed in rooting out the rum-sellers of this county.

Mr. Nicholson is too well known in this county to be bought over or drugged by any liquor dealer or dealers of this province, contrary to the opinion of Mr. Safford, of St. Peter's.

Yours, &c., ONE OF THE ALLIANCE. King's County, Oct 25, 1888.

Personal.

Dr. Inch, of Mount Allison College, Sackville, N. B., is visiting the city.

Rev. D. M. Gordon, B. D., of Halifax, arrived here this afternoon in the steamer St. Lawrence, and lectures in St. James' Hall this evening.

The Rev. M. R. Knight, M. A., of Little Rock, preached in Souris and Dundas on Sunday last, to large congregations. His old friends were glad to see him in their midst again. It was while laboring on that circuit that many of his Poems of ten years were written.

The New York World's London despatch says it is reported that Crown Princess Stephanie, of Austria, intends to apply for a divorce from the Crown Prince Radolph, and that she will probably quit Vienna shortly for Brussels.

A large assortment of Ladies', Boy's and Girl's Winter Underclothing at Stanley Brothers, Cameron Block. oct30 eod 31

Paint makers wanted at 15 S. Davies, Cameron Block.

DIED.

At Souris, on the 28th inst., of meningitis, Charles Edward, eldest and dearly beloved son of Charles and Anna Belle Anderson.

Furniture, Stoves, &c.

By Auction, at my Salesroom, On Friday, 2nd November, AT 2 O'CLOCK, P. M.:

Parlor, Dining Room and Bedroom Furniture, Carpets, Oil Cloth, Pictures, Crockery, etc., etc. Also—2 Base Burners (Sultana and Countess), Cook and Parlor Stoves. GEO. M. HARRIS, Auctioneer. oct30

Apples! Apples!

BY AUCTION, at my Salesroom, To-morrow, WEDNESDAY, at 10.30 a. m.:

75 Barrels APPLES, in Gravensteins and other kinds. G. M. HARRIS, Auctioneer. oct30

Young Men's Literary Society.

ST. JAMES' CHURCH.

Fourth Course of Lectures.

THE FIRST LECTURE of the Course will be delivered in ST. JAMES' HALL, by REV. D. M. GORDON, B. D., on

TUESDAY EVENING, OCTOBER 30th.

Subject—“Rambles in the North-west.”

Chair taken at 8 o'clock. Admission, 15 cents. oct27

GLASSWARE.

RECEIVED PER STEAMER “WORCESTER,” from Boston, an assortment of Table and other GLASSWARE, which, together with LINEN, TEA, DESSERT and other GLASSWARE, are offered for sale at the lowest possible price. LAMP CHIMNIES of many kinds constantly on hand. J. B. POLLARD, No. 291 Kent Street. oct27

Sale of City Property.

The undersigned will sell by Auction, On Wednesday, 7th November Next, AT ELEVEN O'CLOCK.

The Following City Properties:

ENGINE HOUSE and LAND on Grafton Street.

ENGINE HOUSE and LAND on King Street.

Three BUILDING LOTS at Heat of Queen Street.

HOUSE and LAND on Bayfield Street.

Sale to commence at Engine House on Grafton Street. R. BEAUSTO, Auctioneer. oct27

P. E. ISLAND RAILWAY.

Match Race at Summerside.

IN connection with the Match Race between BLACK PILOT, HELENA and BLACKBIRD, which comes off at Summerside Driving Park on 31st OCTOBER, inst., fares will be arranged over this Railway as under:—

Return Tickets at one first-class fare will be issued from all Stations east of Loyalist Junction to Summerside by Forenoon Trains on October 30th, good to return on 1st November; also from Charlottetown, Cape Traverse, Tignish and intermediate Stations by Afternoon Trains on October 30th, and by Forenoon Trains on October 31st, good to return on evening of 31st October and on November 1st.

A Special Passenger Train will leave Charlottetown for Summerside at 8.30 a. m. on Oct. 31st, returning, will leave Summerside at 5.30 p. m. Return Tickets, good to return by Special Train only, will be issued by this Train to Summerside at undiminished rates.

Charlottetown, Cemetery, Royalty Jane, Holy Winslow, Milton, \$1.00

Loyalist, Colville, North Wiltshire, Hunter River, Cape Traverse, 75

Clyde, Fredericton, Elbow, Links, Albany, 50

Branisbane, Emerald, 40

Freetown, 35

Bitesbank, Kilmont, 25

Barbara West, 20

New Annan, 15

Traveller's Rest, 10

The regular Afternoon Train for Tignish will be detained at Summerside until 4.30 p. m. on October 31st. J. UNSWORTH, Superintendent. Railway Office, Charlottetown, Oct. 29, 1888, oct27-31

Real Estate For Sale.

I AM instructed by MRS. JOHN TRAINOR to sell BY AUCTION,

On Thursday, 1st November Next, AT TWELVE O'CLOCK, NOON:

Her HOUSE and LOT on the Premises situated on Fitzroy Street, adjoining property owned by the late Thomas Peckick, Esq. Terms made known at sale. E. NEEDHAM, Auctioneer. oct25

NEW MUSIC.

By Rev. Fred E. J. Lloyd.

Twelve Tunes for Familiar Hymns, PRICE, THE SET, 25 CENTS.

To be had on sale at the Diamond Bookstore.

SIR J. H. STAINER, Mus. Doc., late of St. Paul's Cathedral, London, writes:—“Four tunes are melodious and well written.” F. Lewis, Esq., Mus. Doc., President of the Guild of Organists, London, England, writes:—“Thank you for your excellent tunes; they are worthy of being sung by our best Cathedral Choirs.” They have also been favorably reviewed by the Montreal Gazette, Quebec Chronicle, Canadian Church Magazine, and by the Church Times of London, and are used in a large number of both Canadian and English Churches. oct25

FALL & WINTER CLOTHING FOR MEN AND BOYS.

J. B. MACDONALD IS NOW SHOWING A MAGNIFICENT STOCK OF Mens' and Boys' Overcoats, Reefers and Suits, IN NAPS, BEAVERS AND WORSTEDS.

PRICES SO LOW AS TO DEFY COMPETITION. No Brag or Bluster required to sell these Goods.

Anyone seeing this Stock of Clothing, and the low prices which the goods are being sold for, will at once be convinced of their superior value. For your own sakes, don't buy until you see the Stock and Prices at

J. B. MACDONALD'S, Ch'town, Oct. 29, 1888. QUEEN STREET.

Fur Goods, All Good, Fur Goods, Fashionable, Wool Goods, Serviceable, Wool Goods.

Dress Goods, Dress Goods, Dress Goods, Dress Goods, Dress Goods, Dress Goods.

Usters, and CHEAP, Usters, Jackets, at Jackets.

Beer Bros. Charlottetown, Oct. 13, 1888.

TROT!

GRAND MATCH RACE!

BLACK PILOT, 2.30, by All Right, 5817, BLACKBIRD, 2.36, by the same sire, HELENA, 2.32, by Mambrino Charta, 868, —WILL TROT A GRAND MATCH RACE ON—

SUMMERSIDE DRIVING PARK —ON—

Wednesday, Oct. 31st, Inst., —FOR—

TIME AND A PURSE OF \$200.

THE ABOVE MATCH will, without doubt, be the most exciting and hotly contested since ever trotted in the Maritime Provinces, and as it is one principally for record, there will be some of the fastest speed ever seen in Prince Edward Island, if not in Lower Canada, as the contestants are among the fastest of the Provincial horses. Pilot and Blackbird will be driven to lower their records, in order that they may become eligible for registration. The race will therefore be a fair, square, honest trial of speed, in which each animal will trot on its merits.

Every objectionable feature will be eliminated from the contest, and those who wish to witness a square race will have the opportunity of doing so, as the managers are determined to prove that trotting can be conducted in an entirely satisfactory manner.

Lovers of the Noblest of all Sports should not miss this Race.

No fair business or intoxicating liquor will be allowed on the grounds. The races will be conducted according to National Rules, and first heat will be called at 1.30 p. m. sharp.

Admission to Park: Gentlemen, 25 Cents; Ladies Free.

SPECIAL RAILWAY FARES.—A Special Train will leave Charlottetown at 9.15 a. m. (local time), returning after the trot is over in the evening. Return Tickets will be issued on this Train at ONE DOLLAR from Charlottetown, and from intermediate Stations between that city and Summerside at same rate as those granted late Herndon-Black-Pilot race. Return Tickets at one first-class fare will be issued from all other Stations on the line.

To fill in the time, it has been suggested to give the patrons of the Park a full afternoon's genuine sport, and consequently it is probable there will also be a 2.55 class, for a good purse, in which several of the best local horses will take part, and of which fuller particulars will be given in Monday's Agricultural.

Summerside, Oct. 28, 1888.

Charlottetown Driving Park. WANTED!

WANTED IMMEDIATELY, Forty (40) Men and 8 x 6 (6) good Axem or 4 axle, Fifteen (15) Horses and Caris and Five (5) Double Teams to work on ploughs and 1 Scapers. For further information apply at the Park, or at the Contractors' office, in rear of J. D. McLeod's Grocery Store. McINTOSH & McDONALD, Contractors. oct29-1f

—AND—

ANOTHER CAR!

Received by Pictou Boat, and must be sold, BY AUCTION, on WEDNESDAY, Oct. 31st, at 10.30 o'clock, a. m., at Rooms: 150 BARRELS, in Gravensteins and other good kinds. A. McNEILL, Auctioneer. oct29-2f

HIGHEST CASH PRICE PAID, HORACE HAZARD, Lower Queen Street.