

THE DAILY EXAMINER.

AUGUST 23, 1884.

Editorial Notes.

The reports circulated regarding a wholesale reduction in the majority of Dr. Jenkins over Mr. Welsh, are without foundation. Dr. Jenkins' majority will, placing it at the lowest estimation, be 72!

The Dominion Rifle Association meeting opens at Ottawa on the 1st September. Canadian marksmen have been stimulated by their success at Wimbledon this year. It is, therefore, anticipated that the meeting at Rideau Range this season, will be larger and the competition livelier than any previous year. It will then be difficult to obtain a place on the Wimbledon list. But let our marksmen not lose heart. They have done good shooting at Kingston during the past few days, and they will doubtless carry home as many honors from Ottawa this as they did last year.

It has been officially admitted that the bodies of six dead Arctic explorers were used as food for the survivors of the Greeley expedition. In consultation with the United States Secretaries of War and the Navy Commander, Schley, of the relief expedition, allowed the following extract from his official report to be given the public:

"In preparing the bodies of the dead for transportation in alcohol to St. John's, it was found that the bodies of six of them (Lieut. Kisingbury, Sergt. Jewell, Private Whistler, Private Henry, Private Ellis and Sergt. Ralston) had been cut, and the fleshy parts removed, to a greater or less extent. All the other bodies were intact."

This proves the charge of cannibalism made by the press.

Lady Macdonald was enthusiastically received on visiting Spring Hill Mines. As the train containing the party drew up to Spring Hill Station on the night of the 20th it was met by a torchlight procession headed by a brass band which escorted Lady Macdonald to the residence of the Managing Director of the Mines. Here Her Ladyship thanked them personally and said:—"I thank you from the bottom of my heart. Such an unexpected welcome from you is very flattering to me, indeed, and I shall tell Sir John how much I am indebted to you. I have been greatly pleased with my visit and when I went down into the mines the other day I was asked if I was not afraid. My reply was, why should I fear to go where so many of you spend eight hours at least every day of your lives? I hope to come again and see you. And I again thank you for your generous reception. Loud hurrahs greeted her ladyship on the conclusion of her probably maiden speech and the band played the national anthem.

Grit newspapers have industriously circulated a report reflecting upon the officials in the Customs Department, Ottawa. The facts are: Two officials from New Brunswick were a short time ago sent by the Dominion Government into Nova Scotia to inquire into certain alleged customs frauds. They have visited Amherst, Windsor and Kentville in the performance of the duty, and here is how they are misrepresented by the Grit press. We quote from the Toronto Globe's Halifax despatch:—

"Entering a store they (the Customs officials) inform the proprietor that they have received direct information that he has smuggled goods in his possession. Intelligence having been procured from the Customs officials of the town or port of entry, and, if anything proves crooked, they multiply the amount by three and demand it of the parties, on pain of seizure. If they think the party cannot pay such a sum they tax what they can. If the man had smuggled goods in his possession to the value of five hundred dollars the amount of "fine" would be fifteen hundred dollars. Money so procured is carried about by these individuals sometimes to the amount of thousands of dollars. A third man drives about the country in search of good opportunities for operations, reporting to his two accomplices. The two chief operators carry with them a document purporting to be signed by Mr. Cudlip, New Brunswick Customs inspector, who, it is alleged, possesses power from Ottawa to appoint them. They assert that they have power to compromise all revenue frauds, take whatever sums they consider fit, and to report to nobody therefore but the head officer at Ottawa, and there only, when they think proper. It is generally believed these secret service officers, as they designate themselves, are impostors. One of them, it is said, has boasted of making two thousand dollars in less than two weeks."

The men thus maligned are Mr. John S. McLaren, Cashier of the Customs Department, St. John, and Mr. Boness, Preventive officer, St. Stephen. The facts show what little reliance can be placed in Grit newspapers. They are becoming more and more depraved.

A curious historical procession will take place this month in Belgium during the celebration commemorating the fiftieth anniversary of the introduction of railways into the country. The procession will present all known means of transport, from the ancient Roman chariot to the modern electric railway, and will include the locomotive and coaches of the first train which ran in Belgium in 1834, manned by those officials and workmen engaged on the line who still survive.

A model of an electric railway on a novel plan, is now being exhibited at the Westminster Aquarium, which promises so much that the inventor, Mr. Danchell, speaks of the attainment of a velocity of a hundred and fifty miles an hour for passenger and light trains.

An Interesting Return.

(Moncton Times.)

There has just been printed at Ottawa a return to an order of the House of Commons, dated 7th February, 1884, for a statement setting forth in detail the amount of money expended in each of the Provinces, since Confederation, or their entry into Confederation, up to 30th June, 1883, (1) on works of a strictly general character, and (2) on works of a strictly local character, distinguishing the sums chargeable to Capital account from those chargeable to ordinary revenue account. The totals of such expenditure are as follows:

Works of a "general character" \$128,207,114
" " "local character" 15,189,491

Grand total \$143,396,605

Of the grand total upwards of ninety millions are set down against capital account, and within a fraction of fifty millions against ordinary revenue. (A considerable part of the first named expenditure has been met by surpluses of ordinary revenue, but that fact is not material to this statement.)

It may be interesting to show to what extent the various Provinces have participated in these expenditures. Works of a "general character" embrace railways, canals, government buildings at Ottawa, telegraph lines, lighthouses, etc., and the statement of expenditure by Provinces is as follows:

Nova Scotia \$16,267,079
Prince Edward Island 2,201,806
New Brunswick 23,037,177
Quebec 27,274,722
Ontario 37,563,350
Manitoba 5,977,052
Northwest Territories 6,918,900
British Columbia 8,878,762

The various Provinces participated as follows in the expenditures on works of a "local character"—embracing, we presume, custom houses, post offices, etc.:

Nova Scotia \$1,534,972
Prince Edward Island 463,943
New Brunswick 2,336,548
Quebec 3,405,824
Ontario 5,472,638
Manitoba 970,759
British Columbia 473,862
Territories 261,451

Turning to the details of these expenditures we find that there was expended on Intercolonial Railway construction a sum slightly in excess of twenty-eight millions of dollars, of which about twelve millions is set down to the New Brunswick sections, seven millions to the Nova Scotia section and nine millions to that in Quebec. Other principal expenditures were as follows:—

Intercolonial working expenses, nearly nineteen millions, about half of which is chargeable to New Brunswick, over five millions to Nova Scotia and over four millions to Quebec.

Other Maritime Province Railways, including that of P. E. Island, over seven millions.

Pacific Railway construction—thirty-six millions, of which over fifteen millions has been in Ontario, over five millions in Manitoba, nearly seven millions in the Territories and over eight millions in British Columbia.

Canals—the next most important item—about thirty millions, including maintenance and repairs. Nearly all of this expenditure has taken place in Quebec and Ontario. Nova Scotia has been benefited to the extent of half a million; New Brunswick is down for an item of nearly fifty thousand—the expenditure made by the Mackenzie Government to kill the Bay Verte canal scheme.

On Public Buildings, including construction, repairs, heating, etc., there has been a total expenditure of over eleven million dollars. New Brunswick's portion is slightly less than a million and a half. Ontario, which contains the Parliament and Departmental buildings, the Governor-General's residence, etc., has of course received the lion's share of this class of expenditure.

Harbors and breakwaters—total expenditure nearly four and a half millions, apportioned to Provinces as follows:

Nova Scotia \$1,008,464
P. E. Island 259,128
New Brunswick 658,976
Quebec 442,697
Ontario 1,850,187
Manitoba 265
British Columbia 91,843

Other expenditures include improvement of rivers, construction and repairs of dredges, construction of lighthouses, and similar works, of nearly all of which the Maritime Provinces got the largest share. The publication of this return will be calculated, we think, to remove the erroneous impression that the Maritime Provinces are not treated fairly in the distribution of public moneys, and that the share of taxation and debt borne by the people of the Maritime Provinces is out of all proportion to the benefits received. Indeed it must strike most people as extremely doubtful if, as separate Provinces, the public credit would have been equal to the carrying out of the vast enterprises which have been so successfully prosecuted by the Confederation.

Not Yet.

Sackville Post.

The long wished for, often predicted reaction against corrupt Tory rule has not yet set in. Grit orators and writers descend season after season on the terrible awakening of the people and the account they will have to settle with the Tories, and seed-time and harvest come and go; the snows of winters melt before the suns of summers and the people sleep on, indifferent alike to the woes and predictions of the Grit politicians. They entered upon the contest of Tuesday, in Queen's county, P. E. I., with everything in their favor. At the election, two years ago, the Liberal leader led the poll, and defeated Dr. Jenkins. They selected for his opponent this time, a very prominent, able and popular business man. They had all the advantages of the hard times cry, business failures, bankruptcies, cotton over-production, etc., etc., supplemented by a local agitation for Reciprocal trade with the United States—which of course (the Grits are to secure as soon as they get into power. Yet, their candidate was defeated by 72 votes!

No doubt there will be a reaction, but not until Mr. Blake formulates a policy commending itself to the common sense of the people, which he has hitherto failed to do.

PRINCE OF WALES COLLEGE.

Session 1884-85.

EXAMINATION FOR MATRICULATION AND SCHOLARSHIPS.

Total number of marks attainable, 600. Pass number, 300. Those who have gained 400 marks, or over, have the value of their papers appended to their names.

Scholarships.

Prince County—George W. Schurman, Minnie Howatt.

Queen's County—Roderick McNeill, Donald McKay.

King's County—Thomas McLeod, Wallace McIntyre.

Charlottetown—Maggie Maxfield, John T. Clerkin.

Matriculation.

George W. Schurman, Freetown, 502.

Minnie Howatt, Centreville, 475.

Roderick McNeill, St. Catherine's, 470.

Thomas McLeod, Georgetown, 461.

Wallace McIntyre, New Perth, 449.

Major McIntosh, Summerside, 448.

Frederick McMillan, Summerside, 433.

Donald McKay, Clifton, 427.

Malcolm McNeill, St. Catherine's, 424.

Herbert Shaw, Brackley Point, 416.

Burpee Steeves, Summerside, 412.

Sammal Robertson, N. Bedeque, 401.

Ernest Campbell, Montague Bridge.

John Gordon, Albarton.

Hugh McKay, Clifton.

Fred McLean, Nine Mile Creek.

Thomas West, Little York.

James McPhail, Uigg.

Malcolm Beaton, Flat River.

Flora Ross, Uigg.

James McDonald, do.

Colin McPhail, St. Catherine's.

Emma McLean, New Perth.

William Mabon, Little York.

James Devreux, New Haven.

John McMillan, Alberry Plains.

Herbert McLeod, Dunstaffnage.

William Munro, Georgetown.

Walter Scott, N. Bedeque.

Jennetta McPhail, Uigg.

Ernest Matheson, Brackley Point.

Annie Collins, East Wiltshire.

Harry Wadman, Crapaud.

Maggie Maxfield, Charlottetown.

John T. Clarkin, do.

Hubert Beer, do.

Helen McEwen, Clifton.

Elizabeth McCallum, Brackley Pt. Road.

Charlotte McLaughlan, Stanhope.

HANLAN RECORD.—The following is Hanlan's record since his first match race with Wallace Ross, exclusive of regattas:—

Championship of Canada.

Toronto, 1877—Ross..... 5 miles, \$2,000

Toronto, 1878—Plaisted..... 2 miles, 2,000

Championship of America.

Pittsburg, 1878—Morris..... 5 miles, \$2,000

St. John, 1878—Ross..... 5 miles, 2,000

Lachine, 1878—Courtney..... 5 miles, 2,000

Championship of England.

Tyne, 1879—Hawdon..... 3 miles, \$2,000

Tyne, 1879—Elliot..... 3 miles, 2,000

England and America.

Washington, 1880—Courtney..... 5 miles, purse

Washington, 1881—Riley..... 5 miles, purse

Championship of the World.

Thames, 1880—Trickett..... 4 miles, \$2,000

Thames, 1881—Laycock..... 4 miles, 2,500

Tyne, 1881—Boyd..... 3 miles, 2,500

Thames, 1882—Trickett..... 4 miles, 5,000

Point of Pines, 1883—Kennedy..... 3 miles, 5,000

Ogdensburg, 1883—Ross..... 4 miles, 2,000

Paramatta, 1884—Laycock..... 3m 330y. 2,000

Defeated by Beach.

Paramatta, 1884—E. Hanlan. 3m 300y. \$5,000

The emigration from the United Kingdom has declined largely this year. In July only 21,739 persons left the kingdom, as compared with 26,326 in the corresponding period last year, and in the seven months ending with July the emigration has reached 150,868, as against 205,281 last year. The decrease has been chiefly in the Irish exodus, from 81,153 in the seven months of 1883 to 51,459 this year, the more contented condition of the population accounting for this result. In respect of the destination of emigrants the feature of prominence is the lessened movement to Australia, that country having received 26,890 persons up to the end of July, or 10,831 less than in the same time last year, while to Canada the emigration declined from 32,793 to 23,252 this year, and to the United States from 127,976 to 95,336. Although fewer people are moving to the New World, it is satisfactory to know that the Dominion is getting a fair share of the emigration.

Three swift ocean vessels, the Austral of the Anchor Line, the Servia of the Cunard Line, and the Arizona of the Guion Line, left Queenstown for New York on the 10th instant. The Arizona started about five hours before the other two ships, which left port near together. The Arizona arrived off Sandy Hook at 10.52 a. m., on the 17th, having made the passage in seven days, six hours and twelve minutes. On August 13th she ran 140 miles, and on August 15th 142 miles. She had head winds for many days and dense fog on the Grand Banks. At 8.10 p. m., the Servia anchored outside the bar, making the passage in seven days, eight hours and two minutes. The Austral was sighted off Sandy Hook at 7.05 p. m., having made the passage in seven days, eight hours and fifty-seven minutes.

Says the Halifax Herald: "Among our obituary notices yesterday we recorded the death of H. M. Hunt, which occurred at his residence, Richmond, on Monday. Mr. Hunt was at the time of his death the oldest engine driver on the Intercolonial Railway, having been over 28 years on the road and during this long period, under the Nova Scotia government and afterwards under the I. C. R. never met with an accident and 'never lost a man.' Mr. Hunt was a quiet unassuming man and one who knew his business and will be much missed by his brother employees of the road and the residents of Richmond generally."

It is reported from Kyleakin, Isle of Skye, Scotland, that a large basin made of small pieces of copper riveted together, and several wooden kegs containing "hog butter" have been dug up from a depth of seven feet in a peat mass at that place. The kegs were hollowed out of solid blocks of wood, and they show traces of fire all over the surface. The largest is 1 foot 7 inches in height and 3 feet 6 inches in circumference.

Four Houses, Containing Eight Tenements.

BY AUCTION, on the premises, Thursday, B August 28th, at two o'clock,

1 House (two tenements, eight rooms each) on Orielar Street,

2 Houses (six tenements) at Spring Park.

For particulars apply to C. H. Schurman, Great George Street.

Terms very easy

A. McNEILL,

Auctioneer.

Ch'town, Aug. 23.—4i

WANTED IMMEDIATELY, 75 MEN,

To work on the ballast train on Cape Traverse Branch Railway. Good wages paid. Apply at County Line, to

GRAY & WHEATON,

Contractors.

Aug 22, 1884—3i

Horses, Carriages, FARMING STOCK, &c.

TO be sold by Auction, at the Government House Stables, on

Friday Next, 29th instant,

AT TWO O'CLOCK,

the following, the property of Hon. T. H. Haviland, viz:

3 valuable Mares,
1 Jersey Bull, A. J. C. C. 7977,
1 Jersey Cow,
1 Jersey Heifer,
3 Cows (Alderney and Durham),
4 Carriages, 1 Buggy,
1 splendid Double Sleigh and Robes,
2 Sleighs and extra Robes,
2 Box Sleighs, 2 Carts,
1 Plough, 1 pair Harrows,
Double and Single sets of Driving Harness,
1 set Cart Harness,
Gentleman's Saddle,
Lady's Side Saddle and Bridles,
1 Horse-Fly Nets.

—ALSO—

4 acres of White Oats,
2 acres of Potatoes,
1 acre of Mangels,
Lot of empty bottles and sundry other articles.

WILLIAM DODD,

Auctioneer.

Ch'town, Aug 22, 1884.

WRECK SALE!

To be sold by Public Auction,

On Tuesday, the 26th instant,

at the hour of two o'clock, p. m., at

EAST POINT, P. E. I.,

Hull and Material of the Schooner Jumbo,

as she now lies stranded, for the benefit of all concerned.

JAMES R. MACLEAN,

Auctioneer.

Souris, August 22, 1884—fr sa mo wy li

The City Schools WILL BE RE-OPENED, after the Midsummer Vacation, on MONDAY, 25th INST.,

at nine o'clock, a. m.

A full attendance of pupils on that day is particularly requested, in order that all may be graded into their proper departments.

ISAAC OXENHAM,

Secretary of School Board.

Office of School Board, Ch'town, Aug. 20, 1884. 4in

SALT. SALT.

TO ARRIVE, and due about first September, three thousand three hundred (3,300) Sacks Liverpool Coarse Salt, for sale low while landing.

Also in warehouse on wharf at Point du Chene, eight hundred Sacks, which will be sold low to close.

JAS. FRIER,

Shediac, N. B., Aug 20—4i pd

TO LET,

THE residence on Prince Street at present occupied by Mrs. Arthur Swaby, containing eleven rooms, fitted with gates, chandeliers, etc., in a good state of repair. Apply to

F. S. MOORE.

Aug 20—2aw

RANKIN HOUSE. CARD OF THANKS.

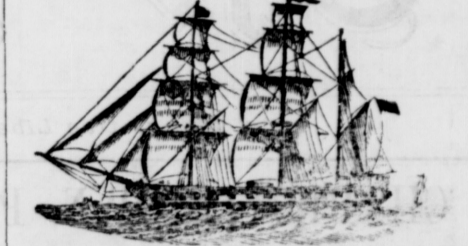
THE Subscriber takes this opportunity of returning thanks to the Fire Brigade for the valuable assistance rendered in saving his premises from the fire of Monday night. Also to the numerous citizens who assisted in the removal of furniture, etc.

He also begs leave to inform the travelling public that the Rankin is ready for the reception of guests, and solicits the liberal patronage heretofore extended to him.

JOHN J. DAVIS.

Ch'town, Aug. 20.

LONDON AND LIVERPOOL.



1884. Regular Traders. 1884.

BARKENTINE

"EREMA,"

300 tons Register, classed 9 years A1 at Lloyds.

Richard Rendle, Commander,

Will sail from

London for Charlottetown

ABOUT THE 20th SEPTEMBER.

ALSO THE BARK

"MOSELLE,"

500 tons Register, classed 10 years A1 at Lloyds.

Alex. McLeod, Commander,

Will sail from

Liverpool for Charlottetown

About the 25th September,

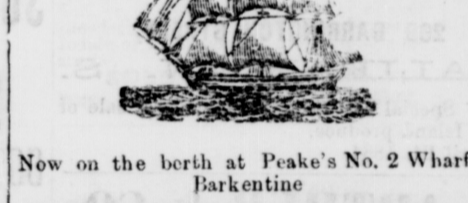
Carrying freight at through rates to Picou, Georgetown, Souris, Summerside and Shediac.

For freight or passage apply in London to John Pitcairn & Sons, 16 Great Winchester Street; in Liverpool to Pitcairn Brothers, 51 South John Street, or here to the owners,

PEAKE BROS. & CO.

Aug 21—3aw ti

For London and Liverpool



"EREMA,"

FOR LONDON.

ALSO BARK

"MOSELLE,"

FOR LIVERPOOL.

Both vessels carrying Lobsters at low rates.

For freight apply immediately to

PEAKE BROS. & CO.

Aug 21—tf

LONDON HOUSE.

THIS week we shall offer all our Stock of

Colored Cotton Shirts,

AT A

SURPRISING REDUCTION,

TO CLEAR

Regular Price, \$1.65, for \$1.25.

" " \$1.40, for \$1.00.