

Concluded from first page.

they said they would take all we liked to give them, but they would give us nothing in return. It is well known that under the continuance of that system our industries

WERE BEING KILLED OUT.

We know perfectly well—and if we had been in the same position we might have followed the same plan—that they put their surplus manufactures into this market, and sold them at a sacrifice, because selling cheap here did not hurt their own market, while it gave them the opportunity of killing out our little industries, after doing which they could sell to us at just what price they chose to exact. It was because of that—whether wisely or unwisely time will tell—that this country, after mature consideration, not on the part of the Government alone, but on the part of the people also, adopted the National Policy.

For weal or for woe we have

ACCEPTED THIS POLICY.

Now then, what I say is this—and this is why I am so delighted to hear that by invitation of the Mayor and Corporation, there are gentlemen present holding views differing from mine on this point—what I say is this, "Gentlemen, if you differ from us, remember that the country has accepted this policy and assist to give it a fair trial." (Loud cheers.) Let us have patriotism enough to do that. (Cheers.) Let us lay aside party for the time and see if we can perfect this policy, work it out and make it a success. (Renewed applause.) If it is a success, I am sure that strong as party feeling may be in this country, our countrymen finding that they are in a more favorable position and that the country is prospering under it, will speak of it as did a gentleman to me to-day, when he said: "I had my doubts about the policy at first; but I have changed my mind now. It's all right, I'm perfectly satisfied with the tariff as it stands." (Loud cheering.) Of course, if it is seen that there is a possibility of reversing this policy, capital will not be invested in our industries. Capitalists will be chary to risk their money in the development of the country. (Hear.) Let us, therefore, give it fair play. Let us throw no discouragement in the way of men who want to build up this country, even if those men do look mainly to financial benefits to accrue to themselves.

Now, there is an idea abroad that if some particular industry is started giving employment, say to two or three hundred men, it is a monopoly started with a view to making a few people rich—or that if it does not make them rich it will make them poor by reason of the competition which, it is said, will be sure to spring up. Let us enquire into this. Take this very town,

WEED OUT ITS INDUSTRIES

and where will your real estate be, where will your groceries be, where will your dry goods houses be, where will your house owners be and how will they be able to let their property? (Cheers.) Why, they would be a panic, and an immediate depreciation of property. What has made the property of this city what it is but the industries and the thousands of people they support? (Applause.) What has made Canada what it is but the people who are in it? (Cheers.) We want to have a good, industrious, happy population here—(cheers)—and that is what we want not only in this portion of the Dominion but in the great North-West. The North-West is filling up, and do we not benefit by it? Why, as I passed around from one city to another, what do I find? This is a specimen. To-day I met a gentleman, and he said to me, "I have orders from the North-West for \$70,000 worth of manufactures, to go out there next spring." I met another manufacturer recently, and he said, "I send many of my machines to the North-West; the year before last I made 1,800 reapers and mowers; this year, 2,500; and for next year I am preparing to make 4,000." Wherever I go I find that preparations being made to send our manufactures into the North-West. You may ask what has the tariff to do with that? Under the old tariff our American neighbors could go in, and did go in, and supply that market. (Hear, hear.) The only obstacle to our success there to-day is

THE RAILWAY MONOPOLY,

which imposes upon the people of the Dominion who send to the west, three times the charges it ought to make for carrying the products of this country. (Hear, hear.) But in a couple of years from next spring we hope to have 7 miles of Pacific Railway completed from Lake Superior and extending 300 miles from Winnipeg, in order that there may be good communication with that country, and that the thousands and hundreds of thousands who are hoping to find homes in it may go in and possess it. (Loud and prolonged cheering.) Then, Mr. Mayor and gentlemen, looking at the great advantages that are to accrue to all of us from the opening up of that land, let us not waste our energies in quarrelling with each other and calling each other names, but let us sink party and patriotically, and with all the skill, energy and ability we have, assist in the development of the heritage which God has given us. (Cheers.)

It is said that I travel round the country and see old industries that were in existence before the present tariff was. Yes, I do see such industries, but I also see new ones, I find that in many where the workmen were previously working at half-time, extra work is being made, so great are the orders which are received, and without the employment of drummers to secure them. (Cheers.) And why is this? Because, the manufacturers say, they have got their own markets. I repeat here what I said in another place, that recently when in Montreal a large dry goods importer told me with reference to the manufactures of woolen and cotton goods in the Dominion of Canada. He said, "Mr. Tilley, I state here emphatically that there is no part of the world where consumers get better value for their money for cottons and woollens than in Canada." That is a declaration made, you would suppose, by a gentleman

interested in another direction. We hear a good deal said about increased taxation and increased prices. But it must be borne in mind that we had to increase the taxes. We had a short revenue for the last four years. We don't undertake to make that up; but it is desirable for the work of the country for the future we impose such taxes as will enable us to meet our expenditures and pay our debts with the proper charges upon them. (Hear, hear.) Why, they might just as well say, Mr. Mayor, that if you had not been imposing sufficient taxation to pay the expenses of your city for the past three or four years, and you had been compelled to increase the rate, the people

ought to refuse to pay,

on the ground that you were unnecessarily increasing the taxation. Would they do that? No; for no doubt they all desire to keep up the credit of your city. (Applause.) Of course there is the question of the modes in which taxation is raised. Some say that the way in which we are raising it is to be the ruin of the country. But let me say on this question of the future of our country that when I went to England to make a loan, although some of our friends in England do not believe in our policy, the men who had money to lend and wanted to make sure of their interest and their capital were ready to take up our bonds and lend to us. (Cheers.) Again it is said that in our policy we are "disloyal to England." Well, gentlemen, if there is one thing with which our friends of the Opposition could touch the hearts of the people and turn them against us, it would be a proof of disloyalty on our part. There is in this country a strong feeling of loyalty which is not exceeded in intensity in the Mother Land. I recollect when in 1866 I was in England as a representative from New Brunswick, I was presented to her Majesty, and she, in speaking to me about Canada said, "I feel a great interest in my Canadian subjects; they are so loyal." (Loud cheers.) It is not a matter of lip loyalty on our part, I am sure. (Renewed applause.) I recollect a public man in England, just before I left there, said of our tariff, "Oh, these Canadians have professions of loyalty on their lips but by their acts they deny them; send them back when they come to borrow money and tell them to alter the tariff." Gentlemen, while we revere the mother land and love the institutions under which we are living; while there is not a more loyal people in the world than the people of Canada; still if it were to come to a question as to what are our interests and the interests of our people, as to whether our people should be deprived of employment here and be driven to a foreign country—if it were to become a question of this kind between

OURSELVES AND THE MOTHERLAND.

we would have to decide, as truly patriotic men, in favor of our people. (Cheers.) But they say in reference to this matter that our loyalty is lip loyalty. Is it lip loyalty? Fourteen or fifteen months ago there was a state of feeling between Great Britain and Russia that was not pleasant. There was an indication, and a very strong indication indeed, that war was possible between these two countries ere long. What was the feeling, what was the declaration of Canada at that time when war was threatened between our great Mother Country and the Russian Empire? Hundreds and thousands of men in Canada declared themselves ready to place themselves at the disposal of Her Majesty, to fight her battles for her credit and her honor. (Loud cheers.) Have we any feeling against Great Britain? No. Then, I'll tell you what we can do. There are hundreds and thousands of Englishmen, Irishmen, and Scotchmen at this moment in a most distressed condition. Their condition is our opportunity. Then let us, as loving subjects, do what we can to find them happy and comfortable homes among us, and plant them on the rich prairies of the North-West. (Cheers.) We offer every one of them who will come and settle and occupy it, 160 acres of land, and to the capitalist who will invest in these lands we say, "come and invest and give us the money that will help to pay for the construction of that great railway, which within six or seven years is to reach from Lake Superior to the Rocky Mountains, opening up many millions of acres of the best land for settlement, and giving this part of Canada a new market for its manufactures." Can we not, gentlemen, in view of the great future, which it is within our power to make, STAND SHOULDER TO SHOULDER and assist in perfecting the legislation which will accomplish the end we all so much desire. (Cheers.)

Prior to Confederation I had read something of the great North-West, and it was part of our policy to get possession of that great country, to develop it, to make it part of Canada, and to lay in the Dominion the foundation of a great nation—not a nation in dependent of the Mother Country, but a nation sustaining and supporting her. (Loud cheers.) Let us keep this object in view. Possessing as we do the best educational system in the world, a magnificent country, a hardy population, and determination an energy unsurpassed anywhere, it will be our own fault if we do not make Canada a credit to ourselves and the admiration of the world. (Loud and continued cheering.)

WHEN the banquet to Sir John Macdonald was first talked of, it was decided that a guarantee fund to the extent of \$1,200 would be subscribed. It may be interesting to know that this amount was not only at once volunteered, but that it exceeds the original amount by \$500, being now \$1,700; and still increasing.

DELEGATE APOSTOLIC TO CANADA AND NEW-FOUNDLAND.—We are informed that His Holiness Leo XIII has chosen the Most Rev. John Baptiste Scamella of Gibraltar, as successor to the late Monsignor Conroy. Dr. Scamella was born in Gibraltar on the 16th September, 1821, was educated in the Propaganda, Rome, and was promoted to the Episcopacy, 28th April, 1857.—Newfoundland Advertiser.

# BRITISH WAREHOUSE.

As W. & A. BROWN are about making a change in their Firm, they are now selling their Large Stock of

# FALL & WINTER GOODS,

At prices that defy competition.

New Mantles,  
New Frillings,  
New Ulsters,  
New Cottons,  
New Flannels,

New Cloths,  
New Tweeds,  
New Dress Goods,  
New Clouds,  
New Velveteens,

And a large line of Woollen Goods, of every description, all of which they intend to close out within the next five months. This is a bona fide sale. Come one, come all, and see for yourselves.

W. & A. BROWN.

Charlottetown, October 8, 1879.

## PUBLIC NOTICE.

PROVINCIAL TREASURER'S OFFICE,

PRINCE EDWARD ISLAND,

October 24th, 1879.

NOTICE is hereby given that copies of the Assessment Lists for the year 1879, have been furnished to the undermentioned Collectors, who are empowered to receive all Assessment of Taxes payable to them by the ratepayers of their several Districts, until the 30th day of November next, at the residences or the offices of the respective Collectors, in accordance with the provisions of the Assessment Act, 1877, and the Act in amendment thereto, after which time every Collector will proceed to demand and collect the rates and taxes from all those rate-payers who shall not have paid the same.

Any person liable to the payment of Taxes, under the Assessment Acts above recited, may, if he so elect, at any time before the 30th day of November, but not afterwards, pay the same at the office of the Provincial Secretary and Treasurer in Charlottetown.

PRINCE COUNTY.

| ELECTORAL DISTRICT. | COLLECTOR'S NAME AND RESIDENCE.        | FOR TOWNSHIPS NOS.     |
|---------------------|--|------------------------|
| First do            | Francis Hughes, Tignish                | Lots 1, 2, 3.          |
| Second do           | John J. MacLellan, Alberton            | 4, 5, 6.               |
| Third do            | Joseph MacNeill, West Cape             | 7, 8, 9.               |
| Fourth do           | William R. Ellis, Port Hill            | 10, 11, 12, and 13.    |
| Fifth do            | Michael Macdonald, Trout River, Lot 14 | 14 and 16              |
|                     | Ulric C. Trudella, Egmont Bay          | 15,                    |
|                     | Venantius S. Gillis, Indian River      | 18, & Islands in Rich- |
|                     | John T. Mullin, Kensington             | 19, [mond Bay.         |
|                     | James D. Stewart, Centreville          | 25 and 26.             |
|                     | Nelson Clarke, Cape Traverse           | 27 and 28.             |
|                     | Robert H. Macdonald, St. Eleanor's     | 17.                    |

QUEEN'S COUNTY.

|           |                                    |  |
|-----------|------------------------------------|--|
| First do  | Richard Ready, Irishtown           | Lots 20 and 21.  |
| Second do | Murdoch Macdonald, Lot 67          | 22 and 67.   |
| Third do  | Alexander MacCaldar, Lot 29        | 29 and 30.   |
| Fourth do | John M. Robertson, Cavendish Road  | 23 and 24.   |
| Fifth do  | Pierce Costello, Cornwall          | 31 and 32 and that part of Lot 65 north of Elliott River |
|           | John McQuarrie, Nine Mile Creek    | Lot 65 south of Elliott River.                           |
|           | Peter Stewart, S. Peters Road      | Lots 33 and 34   |
|           | Peter Campbell, Corran Ban Bridge  | Lots 35 and 36 north of Hillsborough River and Lot 37    |
|           | James E. Kelly, Fort Augustus      | Lots 35 and 36 south of Hillsborough River and Lot 48    |
|           | John Aorn, Pownal                  | 49 and 50  |
|           | Donald Stewart, Murray Harbor Road | Lots 57 and 58.  |
|           | William Ross, Flat River           | 60 and 62.   |

Charlottetown Common and Royalty—George Chas. Hooper.

KING'S COUNTY.

|           |   |                 |
|-----------|---|-----------------|
| First do  | Angus E. McIntyre, Fairfield, Lot 47    | Lots 46 and 47. |
| Second do | Frederick Morrow, Souris                | 43, 44 and 45.  |
| Third do  | Lawrence Byrne, Head Hillsborough       | 38 and 39.      |
| Fourth do | Francis H. Sanderson, St. Peter's Bay   | 40, 41 and 42.  |
| Fifth do  | James Macdonald, Little Pond, Lot 56    | 56              |
|           | John Mulligan, Baldwin's Road           | 51 and 52.      |
|           | George McKenzie, Dundas                 | 53, 54 and 55.  |
|           | Charles D. Poole, Montague Bridge       | 59 and 66.      |
|           | John Jamieson, Sturgeon                 | 61 and 63.      |
|           | Charles T. Brehant, Murray Harbor South | 64.             |

Georgetown, Common and Royalty

NEIL MACLEOD,

Provincial Treasurer.

Nov. 12, 1879.—2aw arg pres ne sum pro adv pio 2mos

### GRAY'S SPECIFIC MEDICINE

TRADE MARK. The Great English Remedy, an unfailing cure for Seminal Weakness, Spermatorrhea, Impotency, and all diseases that Before Taking follow as a so-After Taking, quence of self-abuse; as loss of Memory, Universal Lassitude, Pain in the Back, Dimness of Vision, Premature Old Age, and many other Diseases that lead to Insanity or Consumption. Full particulars in our pamphlet, which we desire to send free by mail to every one. The Specific Medicine is sold by all druggists at \$1 per package, or six packages for \$5, or will be sent free, by mail, on receipt of the money, by addressing

The Gray Medicine Co., Toronto, Ont., Canada.

N. B.—The demands of our business have necessitated our removing to Toronto, to which place please address all future communications.

Sold in Charlottetown by all Druggists and by all wholesale and retail Druggists in the United States and Canada. January 24, 1 79

BUY THE DAILY EXAMINER, for the latest news—local and telegraphic



### Intercolonial Railway.

Riviere Du Loup Branch.

SEALED Tenders addressed to the undersigned, and endorsed "Tenders for Engines," will be received at this office, up to noon of FRIDAY, the 5th of DECEMBER next, for the supply of Twelve Locomotive Engines.

Plans, specifications and forms of tender can be had at the Mechanical Superintendent's office, Moncton.

The Department not bound to receive the lowest or any of the tenders.

By order, F. BRAUN, Secretary.

Department of Railways and Canals. Ottawa, Nov. 7th, 1879.

at 17 6i 2aw m-f THE place to get your Printing done is at the EXAMINER Printing Room

## Prince Edward Island RAILWAY.

TIME TABLE NO. 12.

### Summer Arrangement.

ON AND AFTER TUESDAY, MAY 27th, 1879.

TRAINS GOING WEST.

| STATIONS.   | Nos. 1 & 3, Express. | No. 5, Mixed. | No. 7, Mixed. |
|-------------|----------------------|---------------|---------------|
| Georgetown  | Dp. 7.10am           | Dp. 3.45pm    |               |
| Cardigan    | Ar. 7.30 "           | Ar. 4.14 "    |               |
| Mt Stwt Jc  | " 8.30 "             | " 5.40 "      |               |
| Royalty Jc  | Dp. 8.40 "           | Dp. 6.00 "    |               |
| Ch'town     | " 9.38 "             | " 7.18 "      |               |
|             | Ar. 9.55 "           | Ar. 7.40 "    |               |
|             | Dp. 6.20am           | Dp. 10.05am   | Dp. 5.25pm    |
| Royalty Jc  | " 6.37 "             | Ar. 10.25 "   | " 5.47 "      |
| NWiltsh're  | " 7.13 "             | " 11.25 "     | " 6.40 "      |
| Hunter R'r  | " 7.25 "             | " 11.40 am    | " 6.57 "      |
| Breadal'b'n | " 7.53 "             | " 12.23pm     | " 7.35 "      |
| C'ty Line   | " 8.00 "             | " 12.34 "     | " 7.45 "      |
| Kensingt'n  | " 8.28 "             | " 1.16 "      | " 8.25 "      |
| S'mm'side   | Ar. 8.55 "           | Ar. 1.50 "    | Ar. 9.00 "    |
|             | Dp. 9.10 "           | Dp. 2.25 "    |               |
| Wellingt'n  | Ar. 9.48 "           | " 3.20 "      |               |
| Port Hill   | " 10.20 "            | " 4.07 "      |               |
| O'Leary     | " 11.17 "            | " 5.31 "      |               |
| Alberton    | " 12.00pm            | " 6.40 "      |               |
| Tignish     | " 12.40 "            | Ar. 7.40pm    |               |

TRAINS GOING EAST.

| STATIONS.   | Nos. 2 & 4, Express. | No. 6, Mixed. | No. 8, Mixed. |
|-------------|----------------------|---------------|---------------|
| Tignish     | Dp. 5.15 am          | Dp. 6.20 am   |               |
| Alberton    | " 5.55 "             | Ar. 7.15 "    |               |
| O'Leary     | " 6.41 "             | " 8.54 "      |               |
| Port Hill   | " 7.38 "             | " 10.20 "     |               |
| Wellington  | " 8.09 "             | " 11.08 "     |               |
| S'mm'side   | Ar. 8.45 "           | Ar. 12.06pm   |               |
|             | Dp. 5.30pm           | Dp. 12.40 "   | Dp. 9.05 am   |
| Kensingt'n  | " 5.52 "             | " 1.16 "      | " 9.41 "      |
| C'ty Line   | " 6.24 "             | " 1.55 "      | " 10.20 "     |
| Breadal'b'n | " 6.31 "             | " 2.05 "      | " 10.31 "     |
| Hunter R'r  | " 6.57 "             | " 2.44 "      | " 11.07 "     |
| NWiltsh're  | " 7.12 "             | " 3.01 "      | " 11.25 "     |
| Royalty Jc  | " 7.49 "             | Ar. 3.50 "    | " 12.18pm     |
|             | Ar. 8.05 "           | Ar. 4.15 "    |               |
| Ch'town     | Dp. 4.30pm           | Dp. 6.50 am   | Ar. 12.40 "   |
| Royalty Jc  | " 4.49 "             | " 7.13 "      |               |
| M. Stwt Jc  | Ar. 5.45 "           | Ar. 8.30 "    |               |
| Cardigan    | Dp. 6.00 "           | Dp. 8.50 "    |               |
| Geotown     | " 7.03 "             | " 10.16 "     |               |
|             | Ar. 7.25 "           | Ar. 10.45 "   |               |

SOURIS BRANCH.

Trains Going West.

| STATIONS.     | No. 9 Express  | No. 11 Mixed.  |
|---------------|----------------|----------------|
| Souris        | Dp. 6.15 a. m. | Dp. 2.50 p. m. |
| Harmony       | " 6.33 "       | " 3.13 "       |
| St. Peter's   | " 7.30 "       | " 4.29 "       |
| Morell        | " 7.53 "       | " 5.00 "       |
| Mt. Stwt Jnc. | Ar. 8.25 "     | Ar. 5.40 p. m. |

Trains Going East.

| STATIONS.      | No. 10 Express | No. 12, Mixed  |
|----------------|----------------|----------------|
| Mt. Stwt Junc. | Dp. 5.55 p. m. | Dp. 8.45 a. m. |
| Morell         | " 6.27 "       | " 9.25 "       |
| St. Peter's    | " 6.50 "       | " 9.56 "       |
| Harmony        | " 7.47 "       | " 11.12 "      |
| Souris         | Ar. 8.05 "     | Ar. 11.35 "    |

ALEX. MACNAB,

Supt. and Engineer.

Railway Office, Ch'town, May 22, 1879.

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### Mortgage Sale.

TO be Sold by PUBLIC AUCTION, at the Court House in Charlottetown, in Queen's County, in Prince Edward Island, on Tuesday, the second day of December Next, 1879, at the hour of twelve o'clock, noon, by Virtue of a Power of Sale in an Indenture of Mortgage dated the eight day of May, 1873, and made between Alexander Martin, of the one part, and Edward Jarvis Hodgson, of the other part,—

ALL that tract, piece and parcel of land situate, lying and being on Township number Sixty-two, in Queen's County, in the said Island, and bounded and described as follows, that is to say: Commencing at a stake fixed at the edge of the Creek making John Nicholson's southern boundary line and running from thence due east fifteen chains, fifty links; thence south three degrees east thirty four chains; thence west ten degrees north sixteen chains and fifty links; thence west fifteen degrees north to the edge of the dry land; thence following the courses of the dry land along the inner edge of the marsh northerly and easterly to the place of commencement, containing eighty-seven and a half acres of land, a little more or less, together with the appurtenances thereto belonging. For further particulars apply at the office of Messrs. Hodgson & McLeod, Solicitors, Charlottetown.

Dated the 27th of August, 1879. EDWARD J. HODGSON. [aug 28, oaw till sale]—mon

**Lorne Highland Whisky.**  
THE PERFECTION OF WHISKY UNRIVALLED FOR TODDY.  
SOLE PROPRIETORS GREENLEES & BROTHERS, 12 GRESHAM BUILDINGS, ED. DISTILLERS, ARGYLSHIRE.

"LORNE HIGHLAND WHISKY."—Sole proprietors, Greenlees Brothers, London and Argyle-h're. This Whisky is a pure unadulterated spirit, very mellow, in quality excellent, and in our opinion perfectly wholesome. Where a stimulant is required, it is to be preferred to brandy.—London Medical Review. Agents:— MESSRS. OWEN CONNOLLY & CO., Charlottetown, P.E.I. June 24, 1879.—Om