

THE DAILY EXAMINER.

FEBRUARY 20, 1882.

An Ugly Reminder.

We must say that the friends and admirers of the Hon. David Laird have adopted a very singular method of preparing the way for his return. That gentleman came into public life in this Province in 1871, on the no-Railway cry. The day after his election for Belfast he returned to Charlottetown, carrying a banner on which was inscribed the rallying cry with which he had obtained his victory over Mr. Duncan. The following spring the Railway Government was defeated and Mr. Laird became the leader of the anti-Railway party in the House of Assembly. Instead, however, of carrying out his promise to stop the Railway, Mr. Laird passed the Bill for the construction of branches to Tignish and Souris, without putting forward any claim on the part of Belfast for a branch railway to that place, or even for a bridge over the Hillsborough River. That was the time to have demanded and obtained the bridge about which the Patriot and Mr. Laird's friends are now so interested. Instead of doing so, they still continued to support Mr. Laird in building branches east and west without saying a single word in behalf of the southern section of the Island. If the Hillsborough had been bridged at that time, the Province would have had a few hundred thousand dollars less to its credit on entering Confederation. But the people of that important section of the county, between Southport and Murray Harbor, would have received some equivalent for the burdens which they had assumed in the construction of railways through other parts of the Island. Those were days when the cost was a very trifling consideration. In the early days of Confederation the Local Government had more money than it will know what to do with. The Hillsborough might have been bridged without sensibly increasing the burdens of the people. The money with which to build a work of this kind, can now only be raised by direct taxation, and this the people of this Province are not able to bear.

We cannot help thinking that the discussion of the Bridge question, just now, is intended as an ugly reminder for the Hon. Mr. Laird. If his friends (!) wish to attack him they might take a more straightforward way of doing it.

Novel Reading.

BEFORE the Educational Institute, on Friday evening last, William Kennedy, Esq., read a sprightly and pointed paper on "Novel Reading," which will be found in this day's issue of THE EXAMINER. To teach the youth of the Province to read only good novels, is, just now, a work pressed upon teachers and parents. It seems to us that, to go to the root of the trouble, pure morals should be carefully instilled at home and in the schools. A youth, whether boy or girl, who is possessed of principles to guide his or her taste aright, will take little pleasure and less harm from the impure trash which is doing too much damage in our midst. "To the pure all things are pure."

Leadville as it is.

The miners on Carbonate Hill are confident that a brilliant future awaits them. However that may be, they are at present showing better than the old favorites on Fryer Hill. Those mines, whose names are household words, the Little Pittsburg, Chrysolite, Robert E. Lee, Little Chief, and others have of late fallen off in their production, while the old iron and silver mine on Iron Hill, in which carbonates were first found, still holds its own, and Governor Tabor's new bonanza, the Matchless, is said to yield \$2,000 and upwards per day. It would be a matter of no surprise if at any day the carbonate beds of Leadville should prove to be exhausted. Being only contact veins, or large deposits of rich mineral, they have no such limitless extent as is popularly believed to be the case with true fissures, where the rising generation may yet reap greater riches than their fathers are now doing.

Leadville may well be proud of her smelters and reduction works, the fumes from a dozen of which fill the air and float over the city. At the head should be the Grant Smelting Company, the largest blast smelter in the world, which, with its six furnaces, and a capacity of 200 tons per day, turns out more than half a million tons of lead. In 1880 between three and four million dollars' worth of bullion were shipped from the old Grant smelter, and between two and three millions from that of Eddy, James & Co. The former had over \$100,000 in ore, at a time, lying in its yard awaiting treatment. The two companies are now consolidated. Then there are the amalgamating works of Brunton & Taylor, the American Smelting Works, the Harrison Reduction Works, which have been recently refitted at enormous expense and opened in beautiful shape, and last, but not least, the smelting works of Billing & Eilers, most worthy a visit, the nearest, trimmest, best arranged works in Leadville, and doing now a business of from 150 to 175 tons per day. Colorado will soon excel, in her milling and reduction works, the best works of the kind in Swansea and Mansfield, the pride of the Old World.

A ride from Leadville to Denver, through the great mining district, enabled the writer to ascertain the relative amount of work done this year in the mining camps of Colorado. The complaints of a dull season were almost universal throughout the Rocky Mountains. The Gunnison has not done much beyond the necessary assessment work on each prospect hole, although countless rich discoveries have been reported. In the San Juan the case has been the same. The largest gold mines in Gilpin county, the old steady mining centre of the State, have not been in paying condition, and will not show as great returns as one year ago. Georgetown and Clear Creek have, however, been exceptionally prosperous, more ore having been taken out than for a number of years previous. This section, together with Leadville and a few isolated rich mines, such as Judge Bowen's Mile—two of the very best in the whole State—must bring up the average, if Colorado is to maintain its position as the first mineral-producing State in the Union.

Newfoundland.

ITS WEATHER—ITS RAILWAY CONSTRUCTION—PROGRESSING RAPIDLY—ISLANDERS ABROAD—A GRAND PROJECT.

We learn from our exchanges that the cold wave which has spread over the greater part of North America has been felt in the ocean-bound Province of Newfoundland. The weather at St. John's has been the coldest experienced for the past twenty years.

The working-classes, however, have a good supply of the comforts of life to enable them to battle against the fierce cold. The distribution of a quarter of a million of dollars by the Railway Company, in the shape of wages, has brought comfort to many a poor family, without which great destitution would have prevailed in some districts.

The work on the Railway continued till the cold snap and deep snow caused it to be suspended. Bridge-building and rock-cutting, at some points, are still going on, and surveying parties are at work.

It is contemplated to have between 4,000 and 5,000 men at work on this road next summer. Steel rails sufficient for 160 miles of Railway have been contracted for in England, and eight first-class locomotives have been purchased in Great Britain. The work of cutting sleepers is actively going on this winter all over the country.—the contracts for which amount to over £20,000. This is a great source of employment for poor people who are usually idle in winter.

The expenditure on the water side frontage of the line at the eastern end of St. John's harbor has been very considerable. Here the Company have utilized a large space which they will cover with wharves and stone piers, at which five or six of the largest ocean steamers can load and unload at the same time. Rock cutting at this point has been going on for some time, and the Railway track laid and a fine wharf built. This property will be of immense value in the future, and will be the finest water-side premises in the harbor of St. John's.

The track is laid ten miles, and the grading completed twenty miles from St. John's. This is good work for one short season, as the first sod was not turned until the 9th day of August last.

Some of our Island mechanics and contractors are already employed on this great work. Foremost among them we may name James McDonald, a native of New Perth, but for some years past a resident of Souris. Mr. McDonald is employed as one of the leading foremen on the Newfoundland Railway—a position for which he is well qualified. The different positions of trust and responsibility which he worthily filled in his native Province are the best guarantee of his success in his new field of labor. Mr. McDonald was appointed one of the P. E. Island Railway Commissioners at the time of its location. He was subsequently a sub-contractor for the construction of a portion of the road; and afterwards he was appointed by the Dominion Government Inspector of the Souris Breakwater. He was also contractor for the heavy excavations necessary by the change of the Railway terminus at Souris to its present position. In the performance of his duty, Mr. McDonald has always won the confidence of his employers and the respect of those who serve under him.

Captain Andrew Sullivan, of this city, is also employed on the Newfoundland Railway as Section Master. He, too, will reflect no discredit on his native Province.

Mr. Breen, formerly Locomotive Foreman on the P. E. Island Railway, has also received a lucrative position in the Mechanical Department at St. John's.

Mr. Blackman, who is the Managing Director of the Company, is a man of great energy and skill. He is now negotiating with the Provincial Legislatures of Nova Scotia and New Brunswick, for a charter in connection with a new project, on a grand scale, for a direct route between America and England via Newfoundland and Cape Breton. Mr. Blackman will also apply to the Dominion Parliament for an act to incorporate a company under the name of "The Great American and European Short Line Railway Company."

The idea is to reduce the ocean passage to four days, by fast steamers between St. John's and a port on the west coast of Ireland. From St. John's, passengers, mails and light goods would be forwarded by railway to Cape Ray, thence by steam ferry to a point near Cape North, in Cape Breton, and thence by rail to all points in the United States and Canada.

By this route mails and passengers would reach New York from London in about six days. This is considered a much more feasible project than that which Mr. Sandford Fleming proposed some years ago, his route being by Bay St. George to the Bay Chaleur.

Mr. Blackman is backed up by some of the leading men in financial circles, who never deal in anything merely visionary. The Earl of Dunraven is said to be one of the prime movers, and some of the New York millionaires are reported to be interested in this great project.

Rapid transit between the Old World and the New is now the grand desideratum, and the plan that will reduce the ocean passage to a minimum is that which is sure to succeed.

Mr. Blackman has shown himself possessed of a wonderful energy and organizing genius, and his project, which is his self-conception, has already commended itself to some of the ablest business men and financiers in the world.

CANADA excels in her winter sports, and their utility in hardening our young men—and incidents too, for that matter—and their attractiveness to strangers especially have been frequently acknowledged, and in this latter connection we note a good suggestion made by Mr. R. D. McGibbon, at the dinner of the Montreal Snowshoes Club. The idea is, we believe, to arrange a grand carnival week of winter sports, in which our skating, snowshoeing, tobogganing and driving clubs should take part. Such a scheme, if carried out probably, would undoubtedly attract large numbers of American visitors, and would conduce to the profit of the city in no small degree. It is too late to carry out such an idea this winter, but it should not be lost sight of for next season.—Montreal Gazette.

There is a strong movement among the educated people of England toward the study of theories of education, the ultimate object being to give to teachers the history, the literature and the philosophy of their profession. In this matter England is behind Germany and France.

Parliamentary Notes.

(From the Hall & Herald.)

In reply to Mr. Farrow, the Postmaster-General states that the Government has considered the question of providing greater security in sending moneys by registered letter, by charging extra for registration purposes, according to amounts sent—the government to be responsible in cases of money being lost.

A deputation of Senators and members waited on Sir L. Tilley the other day, and urged the repeal of the stamp duties. Sir Leonard replied that the manufacturers of the Dominion were increasing so rapidly that there was a probability of a large decrease in import duties next year; and he did not therefore think the Government would be able to meet the views of the deputation.

In reply to Blake, Hon. Mr. Pope said the number of persons settling in the North-West in 1881 was 28,000. Of these 21,500 were from the older provinces (which were, however, replaced by emigration from the mother country), 2,750 from the United States and remainder from other countries.

The Marine and Fisheries Department have received from the Imperial Government a solid silver tankard, in a handsome leather case, for presentation to Captain Stevenson Knowlton, of Advocate Harbor, Cumberland County, N. S. The cup bears the following inscription:—"Presented by Her Majesty's Government to Captain Stevenson Knowlton, of the barque 'Gladonia,' of Parrsboro, Nova Scotia, in acknowledgment of his humanity and kindness to the shipwrecked crew of the barque 'Macdon,' of Glasgow, abandoned at sea on the 20th October, 1881."

A report has been circulated by Grits that Duncan MacIntyre has sold his interest in the Canadian Pacific Contract to W. H. Vanderbilt. Apart from the inherent improbability of such a statement it must not be forgotten that it is distinctly provided in the contract that no member of the company shall dispose of his interest without the consent not only of his colleagues but also of the government. This absurdity protects the public interest and sets at rest any doubt as to the report being the invention of a quidnunc.

Carelessness in Butter-making.

The leading cause of the inferiority (says Canon Bagot in the Irish Farmer's Gazette) of the great proportion of Irish butter arise from carelessness in manufacture, over-churning, over salting, too much washing, dirty packages. Where the foreign excels is in uniform quality and texture, uniform coloring, uniform salting, and last, but not least, uniformity of package. There is no doubt that dairy education has been the principal means of bringing about this result, and we only hope that the time is not far distant when our Government will open their eyes to the fact that primary education amongst the farming and laboring classes ought to include something more than the "three R's"—in fact, to teach them what will best enable them to fill that station of life in which God has placed them. Why laundry, dairy, plain cooking, etc., should not by taught in district schools throughout our country we cannot understand.

Sweden, with its population of two and a half millions, has five splendid agricultural colleges, where not only dairying is taught, but also farming, veterinary science, and agriculture in all its branches—where we find not only farmers' sons, but also laborers' sons, coming there to learn their work. Have not the Swedish Government the best reward in seeing their butter take the first rank, which means first price, in the premier market of the world.

The leading principles inculcated in these dairy colleges are: First, the butter is a manufactured article, and in the course of its manufacture has to go through several stages; second, that nothing is to be done by guess, but great care to be taken in each stage of manufacture; third, that the aim and object is to produce an article that will uniformly command the highest price that can be obtained.

Now, contrast this with the principles upon which a large quantity of the butter is made in this country. Carelessness in the selection of cows; any sort of feeding will do for them; setting the milk without straining it, and in any kind of vessels; churning the cream not when it ought, but simply when there is enough to fill the churn; then churn away, and if butter does not come, add hot water, often scalding the butter; then, instead of stopping the churning when butter is formed, go on until there comes from the churn large lumps of butter and buttermilk; then work with hot and not over-clean hands to take out the buttermilk; then wash out with water all the flour left, and put in handfuls, by guess, of coarse, bad salt; pack in cools with dirty iron hoops, or dirty brown, badly made firkins. Is it any wonder that such stuff, brine oozing out of every part of the cask, with a dirty cloth over it, will sell at 3d to 4d lb. less than the same butter, if properly manufactured?

In a future article we hope to give some plain directions which can easily be followed, and we are sure will bring about good results. There is no doubt that in the country markets inferior butter is bought at more, and superior butter at often very bad judges, and try to buy all, good and bad, at the same price, trusting to the increased value the good will sell at to recoup the over price paid for the inferior. This militates much against general improvement. A says to B in the market, "You see, notwithstanding all your new-fangled ideas and machines, I am able to get as much for my butter, made in the old-fashioned way, as you are." In a future article we hope to point the way in which all this must be rectified, and how those who will learn to make nothing but a first-class article, will be assured of getting the full value for it. From the number of letters we have had during the last three months we are convinced that what is now required is a market where the full value can be obtained for first-class Irish butter.

The importance of the sugar trade to the Inter-colonial Railway has not been over-estimated. A statement shows that 7,700 tons of raw and refined sugar, and 3,000 tons of raw sugar, and 1,500 tons of refined sugar were shipped from the Halifax Refinery. Nearly 15,000 tons of raw sugar were carried over the Inter-colonial from Halifax and St. John to Montreal.—Times.

TELEGRAPHIC NEWS.

Special Despatch to the Examiner.

OTTAWA, Feb. 18.

The annual meeting of the Procs Gallery, for the election of officers, was held this morning in the press room. There was a very full attendance.

W. A. Fulmer, of Economy, N. S., has been appointed Sub-Collector of Customs. An order in council has been passed, prohibiting the importation of second hand head rope for cattle, on the ground that infectious diseases may be communicated by them.

Letters patent have been granted to the Canadian Iron and Steel Company of Montreal, and the St. John, N. B. Cotton Company.

HALIFAX, Feb. 19.

W. A. Harris, Station Master at Windsor Junction, who was arrested on Friday, on a charge of manslaughter, in connection with the recent accident on the I. C. R., has been released on bail, himself in \$1000 and two sureties in \$800 each.

Two cases of small-pox on the steamship "Peruvian," which arrived from Boston on Friday evening, were to-day removed to the Hospital on Lawlor's Island, and the steamer, after receiving mails and passengers on board, proceeded to Liverpool.

FRANCE, Feb. 9.

There was an extraordinary high tide here to-day. The water reached the quays, washed away the embankment, and penetrated the dry docks.

ST. PETERSBURG, Feb. 19.

It is affirmed on good authority that a detachment of Cossacks, with an adequate staff of officers has been ordered to Merv.

BERLIN, Feb. 19.

The Emperor has expressed the deepest indignation and sorrow because of General Skobeleff's remarks. He said if such wanton provocations continued he would be compelled to resort to energetic measures.

HAMILTON, BERMEIDA, Feb. 19.

Barque "J. F. Robertson," of P. E. Island, from Ferdinandina for Buenos Ayres, was towed into this port in distress on the 15th inst. On the 6th inst. she fell in with the British barque "Haversham," from Mobile for Barrow, in a sinking condition, and rescued her captain and crew.

DUBLIN, Feb. 19.

An armed band attacked the military in charge of a house at Carrick-on-Suir, from which a tenant had been evicted, and fired several shots. The military returned a volley, dispersing the band.

Weather Bulletin.

Probabilities for the next 24 hours for the Maritime Provinces.

TORONTO, February 20—10 a. m.

Moderate to fresh winds, shifting to northward, cloudy weather, light snow, followed by clearing weather and slightly lower temperature.

Special Notices.

L. E. Frowse has just received a very large stock of Christy's, London, hats for spring.

TRUNKS AND VALISES—Young men, leaving the island, will save money by purchasing their Trunks and Valises at L. E. Frowse's, 74 Queen Street.

THE only place on P. E. Island, where you can get every part of a Gun made, is at Brown's Shop, corner of Prince and Grafton Streets. nov 17 1/2 way

A WORD to the ladies! Do not exchange your old Sewing Machine for a new one; but fetch it to me and I will repair it and make it as good as new or no charge made.—WILLIAM SLOAN, shop on corner of Prince and Grafton Streets, Charlottetown, P. E. I. nov 17 1/2 way

CHALLENGE.

I WILL match a two-year-old Colt, sired by my Stallion "ALL RIGHT" against any Colt same age, the get of any other Stallion on Prince Edward Island, for the sum of Fifty Dollars a side, half mile heats, best three in five, to harness, trot to take place on Summerside ice, on the 17th day of March next. A deposit of \$25 a side to be placed in the hands of Mr. Daniel Campbell (Hotel Keeper), Summerside, on or before the first day of March next, and the balance to be made good on day of the race.

NEWTON LEE.

Summerside, Feb. 20, 1882.

MELODY AND MELODIST.

REV. D. D. MOORE, A. B., of Alberton, R. will deliver a lecture in the BASEMENT OF PRINCE STREET METHODIST CHURCH, on

Wednesday Ev'g, 22nd Feb.,

at 8 o'clock, p. m.

Subject as above. Proceeds in aid of S. fund. The attendance of all friends of Sabbath Schools is respectfully requested. ADMISSION 10 CENTS.

Feb. 20, 1882—31

PARTICULAR NOTICE.

ALL OVERDUE ACCOUNTS NOT PAID BEFORE THE

First Day of March,

will be sued for in the different Courts. Pay at once and save Court expenses.

A. A. BALDWIN & CO.

Feb. 18, 1882—41, wky 11

Bank of P. E. Island.

THE ANNUAL GENERAL MEETING of the Stockholders of this Bank will be held at their Banking House, Charlottetown, on TUESDAY, 7th March, at 12 o'clock, noon, for the purpose of electing Directors for the ensuing year, and the transaction of such other business as may be laid before the meeting.

Proxies for voting must be left with the Asst. Cashier at least one day previous to meeting.

LESLIE S. MACNUTT,

Asst. Cashier. Charlottetown Feb. 18, 1882—till meeting.

SPRING

GOODS.

PERKINS

& STERNS,

Queen Square,

—ARE SHOWING—

SPRING GOODS

—IN—

GREAT VARIETY.

—IN THE—

BEST MARKETS,

And You Can Rely Upon Getting as Good Value as can be found on P. E. Island.

Large Stock Grey Cottons,

Large Stock White Cottons,

Large Stock Pink Cottons,

Parks & Sons Knitting Cotton

(IN EVERY COLOR.)

New Spring Tweeds.

A NICE VARIETY OF

DRESS GOODS!

A Complete Stock of

MOURNING GOODS.

Table Linens, Table Napkins,

Towels, Sheetings,

PILLOW COTTONS, COUNTERPANES,

TOILET COVERS, &c., &c.,

VERY CHEAP.

Carpet, Oil Cloths, Matting Rugs and Mats.

ROOM PAPER.

Perkins & Sterns.

Feb. 10, 1882.

LECTURE

—IN THE—

SECOND METHODIST CHURCH

Monday Ev'g, 20th inst.

By J. H. Fletcher, Esq.

SUBJECT—"THE IDEAL BOY."

Addressed to young people generally.

Admission 10 cents. Chair taken at 8 o'clock.

LECTURE.

UNDER THE AUSPICES OF THE CRESCENT CRICKET CLUB.

PROF. ANDERSON

WILL DELIVER A

LECTURE ON EDUCATION,

Tuesday Ev'g, Feb. 21, at 8 o'clock,

IN THE Y. M. C. A. HALL.

Admission 10 cents. Doors open at 7 1/2 p. m.

G. C. LEPAGE,

Feb. 17, 1882—31 Secy of Com.

BANK STOCK.

I WILL sell AT AUCTION, on my Sale Room, Queen Square, on FRIDAY NEXT, 24th inst., at 12 o'clock,—

120 shares in Merchants' Bank P. E. Island,

10 shares in Union Bank " " "

WILLIAM DODD,

Feb. 17, 1882. Auctioneer.

Union Bank of P. E. Island.

THE ANNUAL GENERAL MEETING of the Stockholders of this Bank will be held at their Banking House, Charlottetown, on WEDNESDAY, 1st March, at 12 o'clock, noon, for the purpose of electing Directors for the ensuing year, and the transaction of such other business as may be laid before the meeting.

Proxies for voting must be left with the Cashier at least one day previous to meeting.

GEO. MACLEOD,

Charlottetown Feb. 17, 1882—till meeting. Cashier.

WANTED TO BORROW.

ONE THOUSAND TWO HUNDRED TO ONE THOUSAND FIVE HUNDRED DOLLARS on the Real Estate of a safe manufacturing business. Address, in confidence, "Industry," P. O. Box 55, Charlottetown.

[fe 17 1/2]

Merchants Bank P. E. Island.

THE ANNUAL MEETING of the Shareholders of this Bank, will be held at their Banking House, in Charlottetown, on THURSDAY the 2nd day of March next, at the hour of 12 o'clock noon, for the purpose of electing Directors for the ensuing year, and the transaction of such other business as may be laid before them.

Proxies for voting must be left with the Cashier, at least one day previous to the meeting.

WM. McLEAN,

Charlottetown, Feb. 16, 1882—till meeting. Cashier.

Compositor Wanted.

WANTED IMMEDIATELY, for a few weeks, at Bremner Bros. Printing Office, a smart Compositor, to whom good wages will be given. Apply at once.

BREMNER BROS.

Feb. 17, '82—1/2

MONEY WANTED.

\$5000 WANTED on Mortgage for a term of years, on a first-class city property, yielding a rental of \$900 over and above taxes. For full particulars apply at the office of Messrs. LONGWORTH & HAZARD Solicitors, Charlottetown. [fe 15 1/2]

Bank of Prince Edward Island,

Charlottetown, Feb. 8, 1882.

NOTICE is hereby given that the President and Directors of this Bank are now prepared to receive from Stockholders the amount of their call of \$40 per share on the Capital Stock to enable the Bank to resume business by the 24th; it is imperative that all payments of Stockholders should be made on or before the 20th inst., namely, \$20 per share in cash and \$20 per share secured by promissory note, due 20th May, 1882.

JOHN LONGWORTH,

President. [fe 8 till 24]

NOTICE.

HAVING rented the premises lately occupied by C. F. HARRIS, the subscriber begs to intimate to the public that he is carrying on the

TINSMITH BUSINESS

in all its branches. Orders punctually attended to. A call respectfully solicited.

Feb. 8, 1882.