

THE EXAMINER.

VOL. 6.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, THURSDAY, APRIL 15, 1880.

NO. 123

THE DAILY EXAMINER

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W. L. COTTON, J. W. MITCHELL, Manager. Office Sup't

Prince Edward Island RAILWAY.

TIME TABLE NO. 13.

Winter Arrangement.

TO COME INTO FORCE

TUESDAY, December 2nd, 1879.

TRAINS GOING WEST.

STATIONS.	Nos. 1 & 3, Mixed.	No. 5, Mixed.
Georgetown	Dp 8.20 a.m.	
Cardigan	" 8.46 "	
Mt. Stew't June	Ar 10.10 "	
	Dp 10.15 "	
Royalty Junction	" 11.27 "	
Charlottetown	Ar 11.50 a.m.	
	Dp 8.00 a.m.	Dp 3.00 p.m.
Royalty Junction	" 8.22 "	" 3.23 "
North Wiltshire	" 9.14 "	" 4.15 "
Hunter River	" 9.30 "	" 4.30 "
Breadalbane	" 10.07 "	" 5.03 "
County Line	" 10.17 "	" 5.18 "
Kensington	" 10.55 "	" 5.55 "
Sammerville	Ar 11.30 a.m.	Ar 6.30 p.m.
	Dp 1.30 p.m.	
Wellington	" 2.19 "	
Port Hill	" 3.00 "	
O'Leary	" 4.17 "	
Alberton	" 5.17 "	
Tignish	" 6.10 "	

TRAINS GOING EAST.

STATIONS.	Nos. 2 and 4, Mixed.	No. 6, Mixed.
Tignish	Dp 6.30 a.m.	
Alberton	" 7.25 "	
O'Leary	" 8.25 "	
Port Hill	" 9.40 "	
Wellington	" 10.22 "	
Sammerville	Ar 11.10 a.m.	
	Dp 2.30 p.m.	Dp 7.30 a.m.
Kensington	" 3.05 "	" 8.05 "
County Line	" 3.43 "	" 8.44 "
Breadalbane	" 3.53 "	" 8.54 "
Hunter River	" 4.30 "	" 9.30 "
North Wiltshire	" 4.46 "	" 9.43 "
Royalty Junction	" 5.37 "	" 10.38 "
Charlottetown	Ar 6.00 p.m.	Ar 11.00 a.m.
	Dp 2.30 p.m.	
Royalty Junction	" 2.53 "	
Mt. Stew't June	Ar 4.10 "	
	Dp 4.15 "	
Cardigan	" 5.35 "	
Georgetown	Ar 6.00 p.m.	

SOURIS BRANCH.

Trains Going West.

STATIONS.	No. 7, Mixed.
Souris	Depart 7.15 a.m.
Harmony	" 7.37 "
St. Peter's	" 8.55 "
Morell	" 9.28 "
Mt. Stewart Junction	Arrive 10.10 a.m.

Trains Going East.

STATIONS.	No. 8, Mixed.
Mt. Stewart Junction	Depart 4.15 p.m.
Morell	" 4.58 "
St. Peter's	" 5.30 "
Harmony	" 6.48 "
Souris	Arrive 7.10 "

ALEX. MACNAB,

Sup't and Engineer.

Railway Office, Chtown, Nov. 28, 1879. —pat pres h a ne sp j kea pio 6i

NOTICE.

THE Best, Shortest and Cheapest route of Cape Traverse is via Train to County Line Station, thence via HUGHES' Teams to Capes—which are in readiness at all times.

J. W. HUGHES, J. HUGHES.

Feb. 25, 1880—tf

Bones. Bones.

THE undersigned will pay fifty cents Cash per cwt. for all bones delivered at the Bone Mill, in the Royalty. No quantity less than one cwt. (112 lbs) taken.

FRED. W. HYNDMAN, Agent.

Ch'town, Dec. 1, 1879

Daily Examiner!

1880.

Advertises Cheap FOR CASH!

JOB PRINTING

PROMPTLY, NEATLY, AND CHEAPLY DONE.

Persons who have not yet settled last year's accounts, will please do so before commencing the business of the coming season.

Small Profits—Quick Returns, IS OUR MOTTO.

Warned by the past, we intend to deal closer to the cash system than ever heretofore.

THE DAILY EXAMINER

Local News, Foreign News, Political News, Social News, Commercial News, Shipping News, laid before Subscribers, Purchasers, and Borrowers.

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THE DAILY

HAS A

Largely Increased Circulation

AND IS AN EXCELLENT

ADVERTISING MEDIUM

THE

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Made up from THE DAILY—a Compendium of all the News of the Week. Subscription price only

ONE DOLLAR A YEAR, IN ADVANCE.

Sent to any address in

Great Britain or North America.

Persons having relatives or friends abroad cannot do better than send them THE WEEKLY EXAMINER.

A few Advertisements only, received

J. W. MITCHELL, | W. L. COTTON, Office Sup't. Manager

QUEEN INSURANCE COY. OF ENGLAND.

CAPITAL, . . TWO MILLIONS STERLING.

INSURANCE effected on all kinds of Buildings, Merchandise and Produce. Also, on Vessels on the stocks. Special rates for isolated residences. Losses settled promptly.

GEORGE MACLEOD (Union Bank), Agent for Prince Edward Island June, 1877—

MAGLEAN & MARTIN ATTORNEYS-AT-LAW,

Newson's Building, Opp. Post Office. Charlottetown, P. E. I.

A. A. McLEAN. D. C. MARTIN. June 18, 1879.—cx2aw

E. G. HUNTER,

Manufacturer & Dealer in

MONUMENTS

Tablets, Headstones, &c., in variety, at LOWEST PRICES. BEST STOCK. Superior Workmanship.

SATISFACTION GUARANTEED TO PATRONS

N. B.—Farm Produce taken at market rates, in payment, during shipping season. Kent Street, Charlottetown, P. E. I.

Please call and examine Designs & Prices. Mar. 20, 1880.—w d—tu sa Gm

J. R. FOSTER,

Moncton, N. B.,

REPRESENTING IN THE MARITIME PROVINCES

Ontario, Chicago and Western Millers and Shippers,

—IN—

FLOUR, MEAL, GRAIN,

Seeds and Provisions.

The following are some of the leading brands of Flour for sale wholesale, in car-loads only, viz:—"Buds," "Alabaster," "White Rose," Warren's Superior, "Pastry," "Beaver Mills," "Red XXX," "Amber," &c., &c.

The above choice brands of flour, with many others, can be obtained at all the leading Flour Houses in the Maritime Provinces. Samples of all kinds of Seed Grains, and other goods will be sent to any address on application free of charge.

Ask for quotations by telegraph in "Cipher," which will be supplied to all correspondents on application. Nov. 25, 1879—ly

ST. MARGARET'S HALL.

HALIFAX, N. S.

SEMINARY FOR YOUNG LADIES.

VISITOR:

The Lord Bishop of Nova Scotia

PRINCIPAL:

The Rev. John Padfield.

THIS SCHOOL offers, at very moderate cost, the advantages of a comfortable and pleasant home together with a thorough and refined education.

The course of instruction is the same as that of the best Schools in England and is founded upon the University Examinations for Women. Eight young ladies from this School passed the Local Examination of the University of King's College in June last. This is the only School in Canada that has passed pupils at a University Examination.

The number of pupils is limited, rendering the School select, and while it possesses all the educational advantages of a large public school, each pupil is enabled to receive that individual care and oversight which is so important, and which cannot be given in a large establishment.

Mr. and Mrs. Padfield are assisted by a staff of four resident governesses, besides visiting masters.

Parisienne French is taught conversationally. There are two resident French Governesses.

References given to parents of pupils. For further particulars address the Principal. Sept. 19, 1879.

Valuable Property for Sale.

TO BE SOLD, all that part of Town Lot No. 74, in the first hundred of Town Lots in Charlottetown; having a front of 67 feet, Dorchester street, and running back 80 feet, together with the buildings thereon erected.

For further particulars apply to Messrs. HOBSON & McLEOD Charlottetown. Sept. 12, 1879.

BUY the DAILY EXAMINER for the latest news—local and telegraphic.

SECOND EDITION

THE DAILY EXAMINER.

APRIL 15 1880.

A Mule Story.

MR. J. E. PLUMB IN HIS BUDGET SPEECH.

The following good story was told by Mr. J. B. Plumb in the course of his late Budget Speech: "The desperate struggle of honorable gentlemen opposite to prove that the country, which their policy did so much to injure, is utterly ruined, and their heroic and self-sacrificing, but hopeless efforts to obstruct and resist the movement which is bringing about the return of prosperity, reminds me of a story that I will venture to relate, the application of which will be obvious. Some time, about twenty-five years ago, certain enterprising English capitalists and contractors obtained concessions from the Spanish Government for the construction of a system of railways in that romantic and mountainous country. The first line was built, if I remember correctly, from Madrid northward, towards the French frontier, through formidable passes, and a section of forty or fifty miles having been completed, it was determined to run the first train over it with appropriate celebration and ceremonies. Previously, as will be known to every one conversant with the country, all the travel and traffic had been in the hands of the muleteers, very estimable men of much earnestness and solemnity of character, but, from a life long association with the useful animal referred to the other day, sympathetically no doubt, by the late Minister of Finance in his speech against the policy of my honorable friend who has succeeded him in office, the muleteers have imbibed and assimilated to themselves the firmness, the temper and gravity of demeanor for which those animals are celebrated. The muleteers watched with much solicitude the progress of the line, and came to the conclusion that it would destroy their occupation, and that trains must not be permitted to run upon it, which would spoil their passenger traffic and empty their pack-saddles. They met in many an anxious consultation, and their head man, who might be called the Grand Old Muleteer—who had grown gray in the mule traffic, and had been buffeted by storm and tempest, until his long visage resembled that of the Knight of the Rueful Countenance, immortalized and portrayed by the pen of Cervantes—harranged them in excited language. "We cannot permit this intruder to interfere with us," he shouted; "it is progress in a direction that we do not believe in. Let us all turn out, mules, donkeys and all, range ourselves on the track on the opening day, and prevent the passage of a train." Well, sir, they dressed themselves in their best velvet jackets and silver-buttoned trousers, and crimson sashes and broad sombreros, and invited all their neighbors and friends to accompany them and see the glorious triumph of principle. They selected as the place of operations a difficult pass in the mountains, on a heavy upward grade, with ravines and precipices on each side of the track. The engine, decked with flags and wreaths, drawing a long train of carriages filled with the chief personages in the Government and their friends, came rushing on, when the engineer discovered at some distance ahead, upon the track, an immovable mass, which, on a nearer approach proved to be a concourse of six or seven hundred muleteers, mounted on their faithful animals, whose more than Roman firmness is sometimes stigmatized as obstinacy. Their tails were turned towards the approaching train, and the gaunt form of the chief could have been seen in characteristic position, a leader in the rear of his party, astride of the biggest mule, with the longest ears of the whole, and with feet thrust in the largest stirrups. In vain the signal was rung and the whistle screamed, the mules kept their position and the train came to a momentary pause. The engineer then, upon a brief consultation with the manager, backed down to a convenient spot, uncoupled his engine from the train, opened the throttle valve, and at full speed rushed into the obstructionists. It was more than mules or drivers had bargained for, there was a general stampede, and mule meat was abundant in that vicinity for some time afterwards. The road was successfully opened for traffic and trains have been running regularly ever since. This is an illustration of the obstacles presented to the National Policy by hon. gentlemen opposite. They are trying to stop the Government train, but I am afraid if they persist, that mule meat will be plentiful for the next few months.

Mr. HUGH GILLIS, farmer, of Hay River, was drowned at McInnis' Cove, North Shore, on Saturday last, while on his way from Souris. A man named McPhee had started before Gillis to go home on the same route. McPhee's horse fell through the ice, and while he was away to procure aid, the sleigh of Gillis came up and went into the open hole. When Mr. McPhee's party came down, they found two horses and sleighs in the water. Both were taken out. The body of poor Gillis was found on Sunday in six inches of water.

CLARK'S DIAMOND DUST POLISH.—Unrivalled for cleaning Gold, Silver and Nickel ware. Enquire for it.

Correspondence.

We do not hold ourselves responsible for the statements or opinions of our correspondents.

County Courts.

To the Editor of the Examiner.

SIR,—It appears that our Legislature propose reviving the bi-monthly sessions of the County Courts. This is a retrograde step and an unwise one at best, for so far from proving an advantage to the public, I feel satisfied that it will increase litigation and impose additional burdens on that class of persons who are least able to bear them. In fact, we have, as it is, too many sittings of those courts for the good of the country. The more opportunities exist for petty law suits, the greater will be the demoralizing effect on the community. Besides this, the machinery of the County Courts is quite too cumbersome and quite too expensive to apply to disputes—unfortunately very numerous—involving claims ranging only from one to ten dollars. Cases of this description should not be brought in the County Courts at all. The costs are wholly out of all reasonable proportion to the debt or demand. Law suits of this class should be relegated to less expensive tribunals for disposal, and there should be one of such tribunals established in each township of the Island and be presided over by persons of good standing and intelligence, who should receive their commission from the Supreme Court and not from the Government. Similar Courts are established and work satisfactorily in other Provinces of the Dominion. The scale of fees to be charged should be even less than half that allowed for similar services in the County Courts and a responsible Bailiff could perform the duties now imposed on the Sheriff and equally as efficiently. These institutions would entail no costs on the Government, for the official fees to be charged would fairly remunerate the individuals charged with the administration of the laws in these courts. Justice would then be easily accessible to that large number of suitors and witnesses who have now to travel from remote parts of the country to attend the circuits of the County Courts, in prosecution and defence of the innumerable petty squabbles that occupy so much of the time of these Courts. Yours respectfully,

WITNESS.

Crapaud, 11th April, 1880.

Scott Act—Constitutional.

To the Editor of the Examiner.

MR. EDITOR.—Now that the Canada Temperance Act has been sustained by the Supreme Court of the Dominion, it behoves the many friends of the Act in this Island, who have had to bear patiently "the law's delay," to organize at once, bring Queen's County into line with the rest of the Island, and then stand by the Act.

It is natural to suppose that every advantage will be taken by our opponents. This we expect, but if our temperance men are true to themselves, if they are men and not mere trimmers, I have no fear as to the result.

Yours, &c.,

SON OF TEMPERANCE.

April 15th, 1880.

Card of Thanks.

To Mr. William Reid, Jun., A. Shaw, D. McKinnon, Cornelius Lowther, Robert Reid, Robert Rogerson, James Arbing, H. W. Robertson, William McNeill, James Best, D. McQuarrie, John J. McLeod and others—

GENTLEMEN,—I feel it my duty to thank you through the press for the way you so nobly and manfully worked in extinguishing the fire that caught in my house on Friday night the 9th of April, at about 11 o'clock. I shall ever remember the valuable services rendered by you all on that occasion, and also for coming to my assistance with such promptness. Mrs. Wadman also tenders her sincere thanks to Mrs. William Reid, Mrs. Peter Newson and Mrs. A. Shaw for their kindness to her. Yours truly,

OLIVER B. WADMAN.

Crapaud, April 12th, 1880.

(Other papers please copy.)

MR. FINLAY McNEILL lectured to a small audience in the Market Hall last night. The lecture was not as good as expected, being merely an obscure sketch of the life of General Grant. It afforded much amusement to those present and terminated by a short debate on the subject, in which Messrs. W. Crabbe, A. A. McKenzie and W. Hazard took part.

THE "Annual Fire" took place at the corner of Richmond and Queen streets, yesterday evening. A spark from the chimney ignited the roof of Mr. Mugford's Photograph Saloon. It was extinguished before any serious damage was done.

MINIATURE ALMANAC.

FRIDAY, APRIL 16, 1880.
SUN RISES, 5.16 | HIGH WATER 2.29 p.m.
SUN SETS, 6.44 | FULL MOON 24, 6.37 .6m

Weather Bulletin.

Probabilities for the next 24 hours for the Maritime Provinces.

TORONTO, April 15.

Fresh southeasterly to southwesterly winds, partly cloudy to cloudy weather, with local rains.

A Good Account.

"To sum it up, six long years of bed-ridden sickness and suffering, costing \$200 per year, total \$1,200—all which was stopped by three bottles of Hop Bitters taken by my wife, who has done her own housework for a year since, without the loss of a day, and I want everybody to know it for their benefit."

"JOHN WEEKS, Butler, N. Y."