

**The Daily Examiner**

SEPTEMBER 16, 1884.

**Winter Communication.**

As will be seen by the report of THE EXAMINER'S representative, work on the Cape Traverse Branch Railway approaches completion; and in a short time, we shall have one link, at least, in the chain of communication by which the Island Province is to be connected with the mainland during winter. The character of the work done (barring a mistake about the location of the station house at the Cape) is excellent, reflecting much credit on the superintending engineer, Mr. Brown, and the contractors, Messrs. Grey & Wheaton. By the extension and improvement of the pier, the demands of the travelling and commercial public will be met, while facilities are also provided for the trade of the thrifty and prosperous community of Cape Traverse. For so much, the Government must be credited, and are entitled to our thanks. But the crossing of the Straits is a difficulty still to be surmounted. This difficulty has, we have no doubt, engaged the careful attention of the Government; and we trust that—now that they have the branch railway as a basis of operations—no time will be lost in taking energetic and practical measures to overcome it. Without making the tunnel, much may be done to lessen the time, the risk, the labor, the expense and the suffering of those who are obliged to cross to and fro, between the Island and the mainland during winter. The suggestion of Captain Irving that two steam tugs should be tried during the coming winter, is evidently worthy of favorable consideration. The tugs will not cost a great deal; and by the result of the experiment, the Government will be able to judge rightly what kind of boats to provide for the future, in order that the safety, and comfort, and quick despatch of passengers may, as far as possible, be secured.

We regret to learn that the Cape Tormentine Branch will not be completed this year. Till trains are running on it, winter traffic between the Mainland and the Island, will necessarily be as limited as possible; but once they are running, we may look for a considerable enlargement. In the meantime, it will be an advantage to passengers to be able to take the train at Port Elgin, from which point it is expected there will be railway facilities during the coming winter.

**Public Meeting.**

PURSUANT to notice, issued by His Worship the Mayor, a public meeting of citizens was held last evening in the Market Hall, to consider the most fitting means of giving a welcome to our Volunteers upon their victorious return from Quebec.

Hon. T. H. Haviland was called to the Chair, and the undersigned appointed Secretary.

Upon taking the Chair, Mr. Haviland expressed the great pleasure it afforded him to preside over the meeting, the first he had attended since he resumed his position as a private citizen. The notice calling the meeting had brought to him recollections of the old Volunteer times of twenty years ago, when he was actively connected with the force—when Hickey won the cup at Sussex, and Major Pollard was victorious at the Nova Scotia competition. Now our Volunteers had triumphed over the wide Dominion from the Atlantic to the Pacific, but over their fellows in the Old Country as well. Mr. Haviland said it was not his place to speak; but under the circumstances, he could not keep silent.

Lt.-Col. Beer stated the intentions of the volunteer companies as to the reception of their comrades.

Upon motion of Dr. Jenkins, seconded by Hon. Neil McLeod, it was resolved that a committee be appointed to decide upon the best means of honoring our volunteers upon their triumphant return from Quebec. The following gentlemen were appointed: Dr. Jenkins, M. P., L. H. Davies, M. P., Thomas Morris, Charles Palmer, A. N. Large, S. W. Crabb, Wm. Welsh.

The meeting was also addressed by Hon. D. Laird, Major Dogherthy, Chas. Palmer, and Archibald McNeill, Esquires.

W. C. DESBRISAY, Secretary.

Charlottetown, Sept. 16, 1884.

**Launch at Souris.**

On Saturday evening a large crowd of people congregated at the wharf of Matthew, McLean & Co., Souris West, to witness the launch of the General Gordon. The General Gordon has every indication of strength, it is a fine model, and reflects great credit on her builder, Captain Lord. She will measure about ninety tons. Her owners, Matthew, McLean & Co., intend putting her into the mackerel sealing business as soon as preparations will allow. She is quite an acquisition to the Souris fleet of seiners. We hope she will be successful in getting mackerel, but if those already engaged are a criterion her chances are slim indeed.

Souris, Sept. 15, 1884.

**RESURGAM.**

The banking system of the United States stands in need of a thorough overhauling. About once a week on the average one of the national banks gives up the ghost, ruined by the speculations and speculations of a cashier who has not been able to understand the difference between *money* and *bank*. Against the dishonest practices which beget ruin, the official inspector is absolutely powerless. He is in fact a worse than useless officer, since he inspires a confidence altogether unwarranted. Except in respect of the note circulation the American system in fact is decidedly bad, and congress must erect new safeguards for depositors if confidence in the national banks is to be preserved.

**CAPE TRAVERSE BRANCH.**

**DESCRIPTION OF THE WORK.**

**The Pier at the Cape**

**A FIRST-CLASS JOB.**

**STRANG'S NEW HOTEL**

**WINTER CROSSING**

**ONE OR TWO SUGGESTIONS.**

Cape Traverse Branch Railway is rapidly approaching completion. Track laying will be finished at the end of the present week, and the work of ballasting is being energetically pushed forward.

**THE BRANCH LINE.**

The line is twelve miles long, having its junction with the main line at County Line and its terminus at Cape Traverse. It has been built by Messrs. Grey and Wheaton; and the work so far performed reflects credit on those gentlemen. The line is comparatively straight. The Government Engineer, Mr. J. E. Brown, has located it admirably. Only in one section is there a curve which can be pronounced sharp, and in this section a sharp curve was quite unavoidable. The branch has two flag stations—one at Summerset and the other at Tryon Road. At five small streams it was necessary to construct bridges. These bridges are of iron, very strongly built, and are set on piers of substantial masonry. There are also a good number of stone culverts on the line, capable of carrying off the water which may lodge on the track. The cuttings are wider than those on the main line, which is an improvement. The fencing is of barbed wire, with a board at the top, so that cattle may see it and prevent their colliding with it. At the junction of the branch with the main line a Y is being built for turning trains, and at Cape Traverse the foundations are laid for an engine-house and turn-table, which will be completed at the end of the present month.

**THE PIER AT THE CAPE.**

The pier at Cape Traverse is, perhaps, the best of the kind in the Maritime provinces. It is built on the site of the old Cape Traverse wharf. About eight hundred feet of the old wharf has been utilized in its construction. The old wharf has been raised three feet, and widened thirteen, and thoroughly repaired. To this has been built an extension entirely new, making the wharf about two thousand feet long, thirty-three feet broad, and twenty-one feet deep at the outer ends. The extension is built of solid walls, twelve inches thick, all timber hewn die square. The walls are fastened together by heavy cross-ties—all one piece. The wharf is well ballasted inside, and is protected on the western side by rip-rap—stone and brushwood piled against the wharf at an angle to prevent the force of the sea injuring it. The outer end of the wharf and eastern side are close piled for a distance of fifty-seven feet—the piles driven sixteen to seventeen feet into the foundation. The remainder of the wharf is well piled, and altogether is a most substantial construction. The depth of water at the outer end is thirteen feet, with a gradual ascent inward to about ten feet at the commencement of the extension.

**A FURTHER EXTENSION.**

By a further extension of the wharf, say five hundred feet, fifteen feet of water at low tide could be obtained. This would be a great advantage to the people of the surrounding country. It would facilitate shipping, inasmuch as it would enable vessels of heavy tonnage to load there. A few days ago we referred to the necessity of having a Civil Engineer, paid by the Dominion Government, resident on the Island. If the Government see fit to appoint an engineer, the work at Cape Traverse wharf will be a sufficient proof that we have on P. E. Island a gentleman well fitted to perform the duties of the office.

**STRANG'S NEW HOTEL.**

Mr. Alexander Strang has in course of construction at the Railway terminus, a building which he intends to use as an hotel. In dimensions it is forty-two feet long by thirty feet broad, and twenty-four feet high, with mansard roof. Attached to it is a kitchen thirty feet by twenty-eight feet, and twenty-one feet high. The hotel will contain twenty-four well-ventilated rooms, have spacious halls, and will be fitted with all modern conveniences. It will be completed within two months and ready for the occupation of guests when the ice-boats commence to run. Mr. Strang deserves much credit for providing Cape Traverse with a first-class hotel. We wish him success.

**RAILWAY BUILDINGS.**

At the beginning of the extension a freight house is being constructed. It is one hundred and fifty feet long by thirty feet broad, and will have a loading platform on the outside for the accommodation of steamers and sailing vessels.

At the inner end or beginning of the wharf, the foundation for the station is already prepared. The station will be in form of an L, in dimensions fifty-three feet front, running back thirteen feet. In height it will be one story, with pitch roof. From plans we learn that on the ground floor will be the offices and ladies and gentlemen's waiting rooms, and the upper apartments will be set apart for the use of the Station Master. It will be built of deals, solid walls, and judging from the plans will, when constructed, present a very nice appearance.

**AN OBJECTIONABLE FEATURE.**

Perhaps the only objectionable feature of the Cape Traverse Branch Railway, is the location of the station. Its present situation pleases nobody. It lies under the brow of a huge line kiln, and the railway and carriage track pass in front of it, side by side. The confusion of trains and teams during the shipping season, may be more easily imagined than described. It will be more confused and more dangerous than the approach to Summerset station. The people of Cape Traverse have wisely petitioned the

acting minister of railways for its removal to a more suitable site.

The petition enumerates the reasons against having the station and dwelling on site as arranged by Railway Department, as well as those for having it built on the site opposite the hotel. Wood building, as prayed for in the petition. We may mention some of the principal reasons:—

1st (against station being built on present site):—Danger to passengers, horses, wagons and freight-teams, owing to station being placed at the crossing at the inner end of wharf; want of convenience for passengers going to and from station; stoppage of local traffic on wharf; unhealthy residence and distance from hotel.

2nd (for station as prayed for):—No risk to passengers or teams; convenience to passengers in summer and winter, the latter period especially; no hindrance to local traffic, which will be very heavy both spring and fall, and a more healthy situation for the man who is fortunate enough to be appointed agent to this, which we feel assured will rise to be a flourishing village, if not a town of considerable size.

**WINTER CROSSING.**

With reference to the winter crossing, THE EXAMINER'S representative had a brief conversation with the veteran Capt. Arthur Irving. He is of opinion that two substantial tugs would, on very many occasions during the season, be of great advantage. They could steam through the lolly which causes so much difficulty at certain times, lessen the risk of life to passengers and crew, and shorten the time in crossing. The advantage of tugs at certain times has been witnessed by many influential men, and has been set forth in Parliament by our Island members. Capt. Irving believes that it would be advisable for the Government to test the practicability of tugs at the Capes during the coming winter.

**THE RECEPTION.**

**Order of the Procession.**

The Militia Companies of the city, and Band of the 82nd Battalion, will meet to-night at the Drill Shed at seven o'clock, sharp.

The City Fire Companies and City Cornet Band will meet at the Fire Engine Houses at the same hour.

Thence, they will proceed to the Railway Station, to meet the evening express train due at 8 o'clock.

On the arrival of the train a procession will be formed as follows:—

- Band 82nd Battalion,
- Nos. 1 and 2 Batteries City Artillery,
- The Quebec Team, in four barouches,
- City Cornet Band,
- Charlottetown Engineer Corps.
- No. 3 Co., 82nd Battalion,
- Citizen's carriages.

They will proceed from the depot along Water Street to Queen, up Queen to Grafton, down Grafton to Prince, up Prince to Kent, down Kent to Drill Shed.

After arrival at the Drill Shed, it is expected that speeches will be delivered by His Honor Lieut.-Governor McDonald, Ex-Governor Haviland, L. H. Davies, M. P., and Dr. Jenkins, M. P.

**The Glories of Charlottetown.**

The shades of night were falling slow, When, worn and sad, with spirits low, A pilgrim from a distant land, With dusty grip-sack in his hand, Along the rough-edged bricks,—once "side-walks" named—

And o'er the holes that many an ankle lamed, And o'er the broken planks, where signal lamps

Point out the danger nigh to careless tramps, And past the scattered planks, with mischief latent,

And through the streets adorned with "Ladner's patent,"

Unto an inn with caution picked his way, While loud and deep he cursed the fateful day

That brought him to a town where dust blew in His eyes, and rotten "sidewalks" barked his shin.

Next morn' he looked around the waking town,

But saw no watering cart the dust keep down, No paint in places where the paint should be, And half the streets devoid of shrub or tree; He found the church's plain and staid, And few with paintings bright arrayed; Unwisely structures met his gaze on every hand

Beside the mansions of the proudest in the land; The palace and the hovel forming contrast grand.

The stranger gazed and pondered long; then turned to see,—

Put on a group of ladies fell his glances free; His heart was touched, and so our city's name Was thus redeemed from deep reproach and shame;

Thus only, by its blooming maidens' beauty, 'Twas saved, despite its Council's lack of duty.

**RAMBLER.**

**Our Advertisers.**

A. McNeill advertises an auction sale of flour, apples, etc., to-morrow, at half-past ten; also a sale of sewing machines, on Friday, at 2 o'clock.

Says the Ottawa Sun: The announcement that the Hon. Mr. Costigan's friends are about to present him with a residence at Ottawa will be received with satisfaction all over the country. As the leading representative Irish Catholic in Dominion affairs he has performed the duties of a difficult and onerous post in a manner that has won the approval of his own people and the admiration of all. It is no secret that Mr. Costigan has, by devoting the best years of his life to the service of the country, been unable to give that attention to his private affairs which if not thus engrossed would have placed him in a position of independence long ago. Apart therefore, from all party or political considerations, we regard the proposed testimonial as only a proper recognition of the long, able, faithful services which Mr. Costigan has rendered to the country and particularly to his fellow countrymen.

VELVETENS—Velvetens, just received, 7 cases plain and broad. Very choice and cheap.—Weeks & Co. Sept 16

**THE ARTILLERY COMPETITION**

**The Governor-General on the Militia of Canada.**

**Congratulatory Words.**

**Lady Lansdowne Bestows the Prizes.**

On Saturday last, His Excellency the Governor-General opened the proceedings in a speech of considerable length, in which, after congratulating the Dominion Artillery Association upon the success which had attended the meeting and the successful competitors upon their good fortune, he said: The real object of these competitions is to promote efficiency, also to

**STIMULATE A SOLDIER-LIKE SPIRIT**

throughout the service, and in that respect those who have labored hard in preparing for these contests, even if they have not been finally victorious, have deserved not less well of their country than their more successful competitors. It is, I think, impossible to over-rate the importance to the Dominion of doing all we can to promote the efficiency of its artillery. We are a peacefully minded people and have no wish either to pick quarrels ourselves or to be gratuitously involved in those of others, but we know that we have a country worth defending. We know that if we were in difficulties the whole resources of the empire would be taxed for our defence, and we feel that we ought to be able to do something for that defence ourselves. Now, although I wish to speak on these subjects with the caution which a civilian should display in touching on matters with which he is not familiar, it is pretty obvious that the artillery, from the elaborate nature of the weapons which it uses, from the scientific methods which it adopts, and from the careful training needed if it is to be efficient, is

**AN ARM WHICH CANNOT BE IMPROVISED,**

and that is why I am glad to know that the association, cordially seconded by the responsible minister, is making such strenuous efforts to secure the efficiency of the force. I have dwelt upon this because I have reason to know that a considerable number of good men have been unable to attend with their batteries, in consequence of their inability to obtain leave of absence from their employers in civil life. This leave of absence would in most cases not have amounted to more than 24 hours. I do not hesitate to say that the case is one in which we have a right to expect that the utmost public spirit should be shown by the employers of labor who, of all classes in the community, should take the greatest interest in providing for our national safety. After complimenting the British team on their success in carrying off the Queen's cup, he continued: It is satisfactory to one whose official position constitutes him, as mine constitutes me,

**THE OFFICIAL LINK**

between the mother country and the colony, to watch the frequency with which these meetings of Englishmen and Canadians recur nowadays. Of late they have been more frequent than ever. Last week the scientific artillery of the British Association was thundering at Montreal. This week we have got this team, representing, I think, something like half a dozen different English counties, from Northumberland to Kent. Next week we shall be sending off over 400 of our famed Canadian voyageurs to assist in the relief of an English soldier whose name is a household word wherever the British flag waves. It would, perhaps, not be out of place that I should take this opportunity of publicly thanking those numerous Canadian militia officers who have come forward with so much alacrity to offer their services in connection with the expedition. My constituents from home were to endeavor to secure three. The Minister of Militia will, I believe, corroborate me when I say that if we had wanted 130 officers instead of three he had the necessary number of applications in his pocket. On concluding his speech, His Excellency was loudly cheered.

**LADY LANSDOWNE DISTRIBUTES THE PRIZES.**

The distribution of prizes was then made by Lady Lansdowne, the recipients in each case, and especially the British team, being warmly cheered as they stepped to the front, saluted, and took their well-earned trophies from her ladyship's hands.

The following were presented to members of the P. E. Island Team:—

- Highest aggregate with forty-pounder—second prize—P. E. Island Team...\$70 00
- Gunner Connolly..... 10 08
- Sergt. McKinnon..... 5 00
- Gunner Long..... 4 00
- Gunner Long..... 4 00
- Sergt. Heartz..... 2 00
- Sergt. Heartz..... 2 00
- Gunner Connolly..... 2 00

**FLOUR, APPLES, TEA, &C.**

BY AUCTION, To-morrow (Wednesday), September 17th, at 10.30 o'clock,

- 75 brls. Flour (Kent Mills),
- 10 half-cche Tea,
- Smoked Herring, Peanuts, etc.

**—ALSO—**

20 brls choice Apples, and other Fruit, ex Boston steamers.

A. McNEILL, Auctioneer.

Ch'town, Sept. 16, 1884.—11

**Sewing Machines.**

BY AUCTION, Friday next, September 19th, at two o'clock, at my Auction Room,—

50 Second-hand Sewing Machines,

different makers, some as good as new, will be delivered in good working order. Come and get bargains.

A. McNEILL, Auctioneer. Ch'town, Sep 16—31

**Summerside Exports.**

SUMMERSIDE, Sept. 15. Shipped per steamer Princess of Wales, Cameron, master, for Point du Chene.—

63 brls mackerel.....	\$552 00
8 horses.....	745 00
15 cases eggs.....	100 00
174 bushels oats.....	70 00
14 brls berries.....	9 00
2080 lbs cheese.....	250 00
84 brls oysters.....	104 00
	\$1930 00

**SHIP NEWS.**

**PORT OF CHARLOTTETOWN.**

ENTERED.

Sept. 13—Oselle, Allen, Northport, N S, lum; Laura C. Pollard, Bay Verte; ss Coban, Fraser, Pictou; ss Miramichi, Baquet, Quebec.

Sept. 15—Charles Frederick, Rhude, Capaud, 20 tons starch.

CLEARED

Sept. 13—Quickstep, Murray, St. Peter's, C B, 5 brls flour; Oselle, Allen, Northport, N S, oats, brick, etc; Laura C. Pollard, Bay Verte; Margaret Jane, McDonald, Pictou, bal; Ida May, Forrest, Pictou, bal; ss Coban, Fraser, Montreal; ss Miramichi, Baquet, Pictou.

Sept. 15—Charles Frederick, Rhude, Capaud, mdse.

**OTHER PORTS.**

Summerside, Sept 15—Old sch Adonia, Arsenault, Pictou, bal; Kate, Walsh, Pictou, bal.

**HOTEL ARRIVALS.**

**OSBORNE HOUSE.**

Sept. 15—S. McVane, Cambridge, Mass; Eddie McVane, Bothwell; John Pratt, Bloomfield; John D. McKenna and wife, Keene, N H; Mrs Coffin, Boston; Mrs Craig, do; Archibald Campbell, Clifton; W. Bagnall, Mattawa, Ont; George Lavers, Georgetown. 16—A. Prouse, Murray Harb; Angus McLean, Montague; J. F. McLellan, Indian River; P. M. Bourke, Mill View; P. M. Jenkins, Pownal; Mrs Charles Craig, Milton, Mass; James Ballen, do; Mrs Peter Campbell, New Perth; David Campbell, do; David Ross, Orwell.

**RANKIN HOUSE.**

Sept. 15—George A. Belyea, Liverpool, G B; James Jack, Halifax; W. Hopp, Hamilton, Ont; J. E. B. McCreedy, St. John; S. D. Scott, Halifax; Silas Alward, St. John; J. H. Myrick, Tignish; W. Knight, Souris; Miss Harding, St. John; F. Morrow, Souris; Dr. McMullin, Hull, England; W. J. Sanby, London, Ont; C. H. Dimmock and wife, Windsor; Chas. Leitch, St. John, N B.

**TENDERS.**

SEALED TENDERS will be received by the undersigned until Saturday, September 20th, for the erection of a small Cottage in the new Roman Catholic Cemetery.

Plans, etc., to be seen at the residence of

R. FENNEL, East end of Euston Street.

Sept 15.

**NEW FALL GOODS,**

Selected by Mr. Stewart,

—IN THE—

**ENGLISH MARKETS,**

just arrived per S. S. Australia and Phœnician, and

**NOW OPENING**

—AT THE—

**LONDON HOUSE.**

Sept. 11, 1884.

**NOW OPENING**

AT THE

**London House**

OUR NEW STOCK OF

**FELT, FUR AND SILK HATS.**

GEO. DAVIES & CO.

Ch'town, Sept. 5.

**Pure Bred Stock.**

THE services of the celebrated Jersey Bull "Bella's Centennial," No. 7,917, American Herd-Book, can now be had at the stable of T. A. McLean, Esq., near Esdale Foundry, Feb. \$2.00. Now is the time to get milking stock, as he will likely be in Charlottetown but a short time.

Sept 9—1m

**Sewing Machines. FLOUR. FLOUR.**

JUST ARRIVED.

1 car Beaver Mills (Patent),

1 car Glenmorris (Superior Extra).

—ALSO—

1 car Lorac Mills (Superior), which we will sell at \$1-50, cash.

A. HORNE & CO., Upper Queen Street.

Ch'town, Aug 28—Zaw wy 21 pat 2aw wpt 21

**VALUABLE BUILDING SITES.**

To be sold by Auction, on Monday 22nd instant, at twelve o'clock on the premises, all that plot of land on Kent Street, former site of the North American Hotel, having a frontage on Kent Street of forty-two feet, and running back one hundred and sixty feet.

Sale positive. No reserve. Terms at sale.

—ALSO—

Immediately after, on the premises, part of Town Lot No. 72, situated on Pownal Street, formerly the site of Hazard's printing office, having a frontage on Pownal Street of forty-two feet, and on Ducher-ter Street, eighty-four feet.

Terms at Sale.

WILLIAM DODD, Auctioneer.

Ch'town, Sept 11, 1884.

**LAND SALE.**

To be sold at Public Auction, on the premises, on King Street, opposite the Post Office, Charlottetown, on Monday, the 17th day of October next, all that valuable property, with dwelling house thereon, on the south side of King Street, having a front on said street of about thirty-four feet, and running southerly by parallel lines sixty-three feet, with a right of way said street for horses, carts, trucks, etc.