

The "American System" and C. J. Brydges.

(From the Moncton Times.)

The editor of the "Freeman" having returned from Ottawa where, as Speaker, he made a number of appointments, seeks to secure his friends in their new positions by declaiming against the "American System" and deprecating the introduction thereof into Canada. Of course in writing up his subject it is natural that he should avoid reference to the particular officials about whom he is most anxious, but it is rather unfortunate that he should have stumbled upon the case of C. J. Brydges, and expatiated on the probable future as the commencement of the "American System" in Canada.

In the first place, the dismissal of officials for political reasons—the American System—cannot possibly be introduced by the present Administration, seeing that the Grits inaugurated the practice four years ago, and followed it up so steadily during their term of office that it came to be recognized as about the only principle they had carried out with any degree of consistency. If we remember rightly the only plank in the Grit platform which Chip. Smith cared to stand on was expressed in language that signified that the "spoils" were special and peculiar privilege of the victors. Clearly, it is too late in the day to talk of introducing the American System into Canada.

In the second place, Mr. Brydges is not a member of the Civil Service at all, and has no claim whatever to the protection which under an honest Government this law relating to the Civil Service should afford, but which it did not afford, under the late Administration. This position is too self-evident to need elaboration.

Thirdly, when Mr. Brydges is dismissed should he necessitate such action by delaying his resignation—he will be dismissed for causes, or rather for a number of causes, any one of which would be sufficient to justify the decapitation of a much more important officer than he. He will be dismissed because:—

He has managed the railway in the interests of a political party that now is powerless to protect him.

He has violated every principle which he himself regarded as sound and good, and particularly in reference to the severance of political influence from the management.

He has unfairly treated numerous officials because their sympathies were known to be with the Liberal-Conservatives.

He has promoted and advanced inferior men because they were known to be thorough-paced Grits.

He has intimidated the employes and threatened them with loss of position if they did not support the political party to which he belonged.

He has spent from \$25,000 to \$30,000 a year of the people's money on C. J. Brydges, including his wine bills, special trains and Montreal office—all of which were and are altogether unnecessary.

He has packed the service with officials beyond the needs of the road, and in this and other ways has swelled the annual working expenses at least one hundred thousand dollars above what they ought to be.

He has bought stores from Americans that ought to be procured at home, and with offers in writing before his eyes has deliberately paid his favorites more for articles than others would supply them for.

He has granted passes, in violation of the instructions of his superior officers and in disregard of his own orders to subordinates, to those who had no earthly right or claim to such favor.

He has displayed either gross ignorance or utter carelessness respecting the industrial interests of the Maritime Provinces in regulating tariffs and in all his railway arrangements.

He has not only refused to give contracts to Liberal-Conservatives, though their offer was the lowest, but he has deliberately violated contracts existing with people of that political faith.

He has directed such a system of account keeping at headquarters as prevents the true condition of the revenue and expenditure from being known without the most careful investigation.

He has built houses at Moncton out of the profits on stores—making twenty accounts incorrect to keep the houses out of sight—and these dwellings he has erected at more than twice their value or proper cost.

He has treated with contempt the provision of law requiring work to be done by contract after public competition, and has instead employed numerous bosses of the right political stripe to supervise men working by the day, the consequence being that the services have cost the country from 50 to 150 per cent. more than they should.

He has reduced the pay of the trackmen and other laborers, while adding largely to the extravagant salaries of officials already overpaid.

He has approved, passed and paid claims on the eve of an election which he had previously rejected as unfounded, such claims being paid solely to secure votes for the Grit candidates.

In short his whole career as Superintendent of the Government Railways has been marked by dishonesty, extravagance, tyranny, contempt of public sentiment and the people's rights, and miserable devotion to Grit party interests.

When Mr. Brydges is dismissed he will be dismissed for cause, and his case will not form a precedent which any honest official need dread.

The storm drum was hoisted last night at half-past nine, when the wind was calm and the sky clear. Shortly after daylight this morning a heavy storm came up, accompanied by rain. The rain ceased at noon, but the wind continues to blow heavily from the southwest to the present.

THE GOVERNOR GENERAL.

MORE ABOUT THE RECEPTION

THE FIREMEN'S PROCESSION.

The torchlight procession formed, according to programme, at the Admiralty House, was composed of the City fire brigade, their brass bands, engines, hose reels, ladders, wagons, &c., all brilliantly illuminated and ornamented with spirit-burning jets, tinsel colored paper, wreaths and flowers; some few of them carrying very pretty and quaintly dressed children, the whole producing an effect decidedly novel and brilliant. One of the engines carried appliances for continually burning

BRILLIANTLY COLORED FIRES.

now flashing up so as to gleam upon the many flags that fluttered far above the line of light made by the general illumination, which, bright as it was, never seemed to rise many inches above the eaves of the taller buildings.

THE ORDER OF THE PROCESSION.

was as follows:—

- Mounted Marshal;
- A party of Union Axe Company;
- St. Patrick's Society Band;
- Captain and Principal Officers of Union Engine Company, in a carriage drawn by four horses;
- Victoria No. 1 Steam Fire Engine, drawn by four horses;
- No. 1 Steamer's Reel, drawn by members of Union Engine Company;
- No. 1 Hand Reel "Salamander," drawn by members of Union Engine Company;
- No. 2 Hand Reel "Vesta," drawn by members of Union Engine Company;
- No. 4 Hand Reel, drawn by members of Union Engine Company;
- Albert No. 2 Steam Fire Engine, drawn by four horses;
- No. 2 Steamer's Reel, drawn by members of Union Engine Company;
- St. Joseph's Society's Band;
- Alma Hand Engine, and No. 5 Hose Reel, "Mayflower," drawn by members of Union Engine Company;
- No. 7 Hand Reel, drawn by members of Chebucto;
- No. 3 Steam Fire Engine, drawn by four horses;
- Steamer's Reels, drawn by members of Union Engine Company.

At the time appointed the firemen moved away from the Admiralty House promptly at half-past six o'clock, and the expectant crowds that lined the streets watching and waiting for their coming, began to clear their throats for a grand cheer as they saw the torches waving in the distance, and heard the music of the bands approaching nearer and nearer. On they came and marched, making

A BEAUTIFUL DISPLAY,

but the good people of the north end stand open mouthed to see the last. The pageant pass and yet no signs of the Vice-Regal pair, and yet such appeared to be the case, for nothing but a few straggling pedestrians followed in the comparatively dark and empty space behind the firemen. Gradually the crowd on the sidewalks along the north end of Brunswick street began to thicken again, and it was not long before the General, Sir Patrick Macdougall's rangy chestnut and bay were seen dashing along at a rattling pace, drawing a handsome closed coupe and followed by some four or five more close carriages. Some one recognized the General's horses, and in an instant hundreds of pedestrians were dashing along the streets after the General's carriage as though their lives depended on catching it. The first who started in pursuit had fully half a mile to run, however, and in spite of their best efforts the carriage had halted in the rear of the firemen's procession before the fastest of them reached it. It was soon noised abroad that the carriage contained the Marquis and Princess, and it was all the firemen could do to keep the crowd from flattening their noses against the carriage windows to get a good view of its occupants.

As on Monday every spot along the whole route available for

A VIEW OF THE PROCESSION

was occupied and the scene presented was indeed a strange one. The brilliant illumination threw a light as strong as that of the noonday sun upon the faces of the wildly excited crowd as it rolled along the street like some mighty torrent, while the many colored flags and streamers floating from halyards strung across the street, some of them drooping so low that they almost touched the drivers as they passed under them. The yellow, green and blue fires springing up fitfully from the roofs of the buildings suddenly flashing a varied light over the whole scene, the rattle of the carriages and the babel of voices all continued to make up.

A COMBINATION OF SIGHTS AND SOUNDS

not easily forgotten. At last, after many halts and delays, the Royal carriage reached the corner of Morris and Pleasant Sts., where it was quietly whirled out of the crowd and driven off to Maplewood, where its occupants dined with Sir Patrick Macdougall. The illumination was of the most brilliant character the whole route, which was the same as that followed yesterday after their landing.

Though the carriage remained closed those inside made no attempt to deprive the crowd of the pleasure of seeing them, and as one woman held her three-year-old child up to get a view of the Princess,

H. R. H. GOOD NATUREDLY LEANED FORWARD

and smiled pleasantly. On the seat facing the driver sat the Princess Louise and His Royal Highness the Duke of Edinburgh, and facing them with his back to the driver sat the Marquis of Lorne. The Princess looked pale and apparently fatigued, but no less pleasant and amiable than she did on the day of the landing.

ENTHUSIASTIC AND EXCITED HUMANITY.

As the slow and interrupted progress o.

the procession must have been very trying to the nerves of the already worn and fatigued Princess, who seemed to be constantly in fear lest some one should get hurt in the dense swaying crowd, the Royal carriage was halted frequently and the firemen allowed to move ahead to make a clear space for it. This was easily done, as the thickest of the crowd was always in the immediate vicinity of the great attraction. As soon as a space was clear the horses drawing the Royal carriage would cover it at a brisk trot, getting partially away from the crowd about it and momentarily gaining a clear space.

ISLANDERS PRESENTED.

The following ladies attended the Drawing Room Reception of H. R. H. the Princess Louise and His Excellency the Marquis of Lorne:—

- Mrs. Swabey,
- Mrs. George McLeod,
- Mrs. Mary Swabey,
- Mrs. Arnaud.

The following gentlemen were presented:

- Hon. J. C. Pope, Minister of Marine and Fisheries,
- Rev. K. McLennan,
- A. C. McDonald, Esq., M. P.
- Colonel William McGill,
- C. D. Rankin,
- Dr. Hobkirk,
- George McLeod.

Another Frightful Marine Tragedy.

FIFTY LIVES BELIEVED TO BE LOST.

LONDON, Nov. 26.

The steamer "Pommerania," from New York, 14th inst., for Hamburg, arrived at Plymouth at midnight on the 24th. Leaving for Hamburg yesterday, she collided last night about midnight, during the fog, eight miles southwest of Folkestone with a vessel reported to be the Welsh bark "Noel Eilian," of Carnarvon, from Rotterdam for Cardiff in ballast. The steamship foundered in about ten minutes. One hundred and seventy-two passengers and crew were saved by the steamer "Glengarry" and landed at Dover. The vessel with which the "Pommerania" collided is anchored off Folkestone, with bows stove and her forward compartment full of water. A tug has gone to her assistance. A telegram says one hundred and sixty-two persons on the "Pommerania" were saved, and fifty-eight are missing, including Captain Schwenzer. Another telegram says the collision occurred forty minutes after 11, during a dense fog. The "Pommerania" sank in thirty minutes after. One hundred and seventy persons were saved out of a total of two hundred and twenty; fifty are believed to have been lost, including the captain and second and third officers.

LATER PARTICULARS.

LONDON, Nov. 26.

Further particulars of the "Pommerania" disaster show that at the time of the collision she was near Dungeness Point, three miles from shore. She struck on the starboard side, midships, and sunk in less than twenty minutes. Distress signals were given and responded to by the steamer "Glengarry," proceeding down the Channel, which made all speed towards the vessel. There were nine boats on the "Pommerania," four of which are crushed in the collision; five were got off, but one overcrowded with passengers. All the boats pulled away from the doomed ship, leaving the captain, who refused to leave the ship until the last moment. The last boat to leave was under the chief officer, who did all in his power to persuade the captain to leave. After pulling for half an hour the survivors were picked up by the "Glengarry." One gentleman was taken from the water unconscious and restored. The "Glengarry" stayed near the scene till day-break, when the "Pommerania" was seen with her masts above water. The "Glengarry" then proceeded to Dover with the saved, and landed them at 9 o'clock, when they were taken to the Sailor's Home. The Dover Railway brought free to London this afternoon 109 of the "Pommerania" survivors, 65 being seamen and the others second and third-class passengers. There were no first-class passengers and no women among them. They were forwarded to Germany. The mail on the "Pommerania" consisted of 25,000 letters. She had 17,500 dollars, Mexican, on freight.

NEW YORK, Nov. 25.

The Hamburg American steamship Company have furnished a list of the saved and lost, believed to be accurate, in which it is stated that 97 persons were downed. Among the saved of officers and crew are the chief officer, chief engineer, purser, eight stewards, one trimmer, carpenter, seven machinists, five quarter-masters, three engineers, seven firemen, four cooks and forty seamen. A London despatch says a telegram has been received at Lloyd's, from Maassius, Holland, announcing that the steamer "City of Amsterdam" arrived there with the captain of the "Pommerania" on board.

NEW YORK, Nov. 26.

The value of the cargo shipped on the "Pommerania" from this port was \$200,101.

The People Want Proof.

There is no medicine prescribed by physicians, or sold by Druggists, that carries such evidence of its success and superior virtues as BOSCHER'S GERMAN SYRUP for severe Coughs, Colds settled on the breast, Consumption, or any disease of the Throat and Lungs. A proof of that fact is that any person afflicted, can get a Sample Bottle for 10 cents and try its superior effect before buying the regular size at 75 cents. It has lately been introduced in this country from Germany, and its wonderful cures are astonishing everyone that use it. Three doses will relieve any case. Try it. Sold by all Druggists on the Western Continent

MANITOBA! SASKATCHEWAN The Great North West!

A LECTURE on the above subject will be delivered in the

Y. M. C. A. HALL,

ON THE EVENING OF Monday, the 2nd December,

—BY THE—

REV. LACHLIN TAYLOR, D. D., Of Toronto.

Giving a full description, from observations made during a tour of upwards of five months, and seven thousand miles of travel over that wonderful Territory.

The lecture will commence at 7.30 o'clock, precisely.—Admission 25 cents. Tickets at the door. Nov. 28—4i

WHOLESALE SUPPLIES.

- 500 BBLs. Superior Extra FLOUR,
- 500 Bbls. Extra "
- 400 " Spring Extra "
- 100 " Haxall "
- 250 Chests TEA (warranted),
- 25 boxes TOBACCO (McDonald's)
- 80 Cads "
- 21 Elds. Choice P. L. SUGAR,
- 100 Ebls. Yellow C. "
- 60 " White Granulated "
- 10 " Cut Leaf "
- 60 " MOLASSES (extra nice),
- 40 " (Trinidad),
- 40 " (Demarara),
- 700 Sides No. 1 LEATHER,
- 300 " No. 2 "
- 50 Bags RICE (1 cwt.),
- 200 Boxes RAISINS,
- 30 Bbls. CURRANTS,
- 100 " T. D. PIPES,
- 100 Doz. BROOMS,
- 100 " PAILS,
- 50 Boxes CLOTHESPINNS,
- 30 " CANDLES,
- 150 " SOAP,
- 25 " CHEESE,
- 20 Bbls. VINEGAR,
- 60 Kegs BAKING SODA,
- 20 Bbls. Washing "
- 500 Coils MANILLA (large & small)
- 150 Bbls. KEROSENE OIL,
- 50 Boxes GLASS,
- 50 " PICKLES,
- 100 Jars CREAMTARTER,
- 200 Tins PEPPER, GINGER, MUSTARD, &c.
- 100 Boxes Nixey's BLACK LEAD.
- 550 Reams WRAPPING PAPER (assorted).

CARVELL BROS.

Ch'town, Nov. 28—ar pat 3i

Coal. Coal.

PER schooner "Emma," just arrived a Cargo of ACADIA NUT COAL, which will be sold, while landing, at \$2.50 per ton. Apply to JOHN SELLER, Kent Street. Nov. 28—li

Picture Frames!

In Store and to Arrive, a Large Stock of PICTURE MOULDINGS, which we offer cheap, Wholesale and Retail. A. A. BALDWIN & CO. Nov. 27—4i pat ar 2i

For Auckland, New Zealand,

Calling at Littleton or Wellington, to Land Cargo.

THE fine New Clipper Brig Annabell. A. F. YATES, Commander, 350 Tons Register at Lloyd's, Metalled, is now on the berth at New York, loading for and will sail for New Zealand about 15th December. This fine vessel has been fitted with all the recent improvements, and has First-Class accommodation for a few cabin passengers. For freight or passage apply in New York to ARKELL, TUFTS & CO.; here to the undersigned, DANIEL DAVIES. Ch'town, Nov. 20—pat 5i

POTATOES.

AN OFFER SOLICITED FOR

500 Bushels Blue Potatoes, Stored in Cellar in a convenient part of the City; can be delivered at once or held for late shipment. Address D. M. McLEOD, P. O. Box 126, Charlottetown. Nov. 20, 1878—

HAY PRESS FOR SALE.

FOR SALE AT A BARGAIN—A HAY PRESS, with apparatus complete. Terms easy. Apply to LONGWORTH & HASZARD, Solicitors. Ch'town, Nov. 23, 1878—

THE WEEKLY EXAMINER.—Persons having relatives or friends abroad, and desiring to keep them informed concerning P. E. Island, cannot do so in a better or cheaper way than by subscribing to THE WEEKLY EXAMINER. Sent, postpaid, to any address in Great Britain, the United States, or the Dominion, on receipt of One Dollar.

HAVE YOU SEEN IT?

SEEN WHAT?

BOREHAM'S New Boot & Shoe Store, OPPOSITE THE MARKET HOUSE.

JUST OPENED,

MEN'S, WOMEN'S, BOYS', MISSES' and CHILDREN'S

BOOTS, SHOES & RUBBERS! IN GREAT VARIETY.

COME and have your feet PROTECTED. COME and have your feet kept WARM. COME and have your feet kept DRY.

W. R. BOREHAM,

SOUTH SIDE QUEEN SQUARE, CHARLOTTETOWN, P. E. I. Nov. 26—3m wed & sat

FOR SALE,

1,000 BUSHELS SWEDE TURNIPS, by J. H. GATES, Queen Square, South Side. Nov. 26—4i

Notice To Mariners.

ON or about the 28th November the BELL BUOY on Fitzroy Rock, and the BLACK BUOY on St. Peter's Bar will be removed, and SPAR BUOYS put in their place. By order, DAVID SMALL, Harbor Master.

Harbor Master's Office, Charlottetown, Nov. 26, 6i

NOTICE.

CHANGE OF TIME To Suit English Mail at Halifax.

THE STEAMERS ST. LAWRENCE and PRINCESS OF WALES will, during remainder of season, leave CHARLOTTETOWN for PICTOU LANDING every Monday, Tuesday, Thursday and Friday mornings, at seven o'clock, connecting there with day train for Halifax.

Returning, will leave PICTOU LANDING for CHARLOTTETOWN on arrival of morning train from Halifax, on Monday, Wednesday, Thursday and Saturday. No change in Steamers from Summerside. F. W. HALES. Ch'town, Nov. 26, 1878—

IRON BEDSTEADS

JUST RECEIVED, ex "Prince Edward"—cheap. JOHN NEWSON. Nov. 22—1m

PARLOR BRACKETS

JUST RECEIVED—cheap. J. NEWSON. Nov. 22—1m

PICTURE FRAMES,

VERY CHOICE—Large Stock. J. NEWSON. Nov. 22—1m

BROADWAY HOUSE, BY MACKENZIE.

THE former "City Hotel," now the Broadway House, Great George Street, opposite the Catholic Cathedral, is now open for Permanent and Transient Boarders.

The rooms have been thoroughly renovated and newly furnished. The tables will be supplied with the best market affords, and fares reasonable.

A Suite of Rooms convenient for a small family, together with board &c., can be had in the Broadway House. Nov. 23, 1878—4i

Wants, Lost, Found, &c

Advertisements under this heading, in space not exceeding half an inch, will be inserted for Ten Cents per day.

WANTED—Immediately, a PRIVATE NIGHT WATCHMAN on Block South-Side Queen Square. Applicants must be sober men and have good references. Apply to JOHN NEWSON. Nov. 27—2i

WANTED—A Servant Girl to do General Housework. Good wages given. Apply at this office. Ch'town, Nov. 27—

WANTED—By a young man, a situation as Clerk either in a Store or Office. Good references given. Apply at EXAMINER Office.—Nov. 26 2i

TO LET—A House containing six rooms, near Spring Park. Apply to G. H. COOKE, Photographer, DesBrisay's Building. [Nov. 18—6i

TO LET—A two-story House, containing 9 rooms, frost-proof Cellar, yard and stables, and a large garden, fronting on Euston Street, near Crabbe's corner. Rent moderate. For information apply to W. W. LORD. Ch'town, Nov. 14, 1878—