

The Daily Examiner

FEBRUARY 15, 1886.

Editorial Notes.

The Ottawa lumber merchants anticipate a flourishing trade next season.

The exports of codfish from St. John's, N. F., for the last five months of 1885 were 395,473 quintals, against 401,940 quintals of the corresponding period of 1884.

A bill has been introduced into the lower House of the Prussian diet to regulate the schools of the Eastern Provinces of Germany, and to make school attendance compulsory.

The chief of the Washington Forestry and Agricultural Department reports that the area of forests in the country is 489,280,000 acres; the value of wood exported last year, \$30,263,994, and imports, \$126,200,062.

The Paris correspondent of the London Times says: It is alleged that the French Cabinet will shortly be remodelled, Bouvier taking the place of Sadi Carnot as Minister of Finance, and Constans taking the place of Sarrien as Minister of the Interior.

One of the sins charged against the Government at Ottawa, by the St. John Telegraph is the increasing of the Northwest mounted police force by some 600 or 700 men. Commenting upon this the Montreal Times says if the force had not been increased, the same Telegraph would no doubt have been busy employed denouncing the Government for criminal neglect of the unprotected settlers in the Northwest.

The bill recently introduced in the United States Senate by Senator Frye contemplates the subsidizing of ships upon the French plan. It provides that any vessel, whether steam or sail, built and owned in the United States, and engaged in the foreign trade, shall receive as a bounty for ten years the sum of thirty cents per registered ton for every one thousand nautical miles sailed between the ports of the United States and those of foreign countries.

Much has been said, remarks the St. John Sun, about the High Commissioner's residence in London, and the chairs, spoons and hat racks in it. This is a subject about the right size for those politicians and journalists who try to make political capital out of it. It may as well be known, however, that the interest of the cost of house and furniture is deducted from the amount originally voted for the High Commissioner. Sir Charles Tupper himself and not the public pays the interest, \$2,000 a year, on the outlay.

The new Governor of Newfoundland, it appears, was formerly a Canadian. The Toronto World says he was for some years prior to consideration a practising barrister in Toronto, when, owing to a friendship with Lord Edward Clinton, son of the Duke of Newcastle, then Secretary for the Colonies, he secured an appointment as Stipendiary Magistrate in Demerara. There he came into conflict with Sir Francis Hincks, and got rather the best of it. Next he was governor of St. Louis, then of the Fiji Islands. He is a man of some ability, and the long experience he has now had of various executive systems should have fitted him for the new post he is called upon to fill. He is married to a daughter of Mr. Pender, M. P., the great telegraph financier.

The Montreal Gazette, in a recent article on race distinctions in Canada, says it would be delighted if all the distinctions of the kind were abolished and Canadians of whatever origin, were known and described simply as Canadians. By the last census, of our entire population 1,298,829 are set down as of French origin; 957,403, of Irish; 881,301, of English; 699,863, of Scotch; 254,319, of German; 108,547, of Indian; 30,412, of Dutch; 21,395, of African; 9,947, of Welsh; 4,588, of Swiss; 4,353, of Chinese; 4,214, of Scandinavian; 667 of Jewish; 2,730 of various other nationalities, and there are 40,896 whose origin could not be ascertained. Of our whole population, 3,383,393 were born in Canada. Of the remainder, 169,504 were born in England and Wales; 185,526, in Ireland; 115,062, in Scotland; 4,596, in Newfoundland; 814, in the Channel Islands; 2,733, in other British possessions; 3,289, in France; 25,328, in Germany; 777, in Italy; 6,376 in Russia and Poland; 2,076, in the Scandinavian Kingdoms; 215, in Spain and Portugal; 77,752, in the United States; 7,455, in other countries; and of 6,334, the places of birth were unknown or not given. By this time, we should suppose, that as many of the persons represented in that classification as have remained and intend to remain in Canada, would be satisfied to regard themselves as practically children of the soil. For purposes of benevolence, we know that there are national societies which do a good work in looking after newly arrived strangers of their own race. But the sooner we agree to call ourselves Canadians and Canadians only, without regard to the lands beyond the line or beyond the seas from which our ancestors or ourselves may have originally come, the better will it be for Canada and the more rapid will be the development of a national and patriotic spirit amongst us.

Chips.

They opened the meeting with prayer. Viscount Cole occupied the chair. The Earl of Erne and Frank Brooke, Esq., J. P., (defeated candidate for South Fermanagh) were the speakers. It was at Eniskillen. Speaking of "Parnell and his rebel crew," we quote Mr. Brooke: "They are urging on the Roman Catholic majority to murder the Protestant minority. That alone is a substantial reason why we, the Protestants of Ireland will not have Home Rule. We are going to fight before we have it. We will try to stop it legally and constitutionally first, and if we cannot we will have to take the advice of Mayer Souderson—the leader of the Ulster Conservatives and decide it not by the ballot but by the bullet." (Applause.) We copy the above extract from the Dublin Daily Express of the 15th January, under the heading: "Great Orange Demonstration at Florence Court. Important speeches by Lord Cole, the Earl of Erne and Mr. Frank Brooke." There is no mistaking this language. It is simply that, after prayerful consideration, these men—in a minority of 18 to 85—advise their fellows to resist with the bullet any action of the Imperial Parliament granting Home Rule to the Irish people. Parnell, unfortunately, some years ago, denounced Imperial mis-rule in much milder language on behalf of four-fifths of the people, and he found himself in Kilmainham Jail. His language was undoubtedly seditious. Of course, that of the Ulster leader is not, or it would not have been quoted with applause at so great a demonstration. Hamilton Rowan, in years gone by, called on his countrymen to "take up the shield of freedom and the pledge of peace; to arms! every man should become a soldier in defence of his rights; and he was adjudged a seditious felon. "Not by the ballot, but by the bullet," is coarser language, verily, but it looks to us like a call to arms. But we must be mistaken; there surely cannot be one law for the Nationalist and another for the Loyalist!

We went to a concert the other evening at St. James' Hall. No, it was a lecture, with concert intervals. A shrewd lecturer, to manage this thing so cleverly. He had his audience crying and laughing by turns. One old gentleman in our immediate vicinity wept and laughed so continuously, that we thought seriously of offering our assistance to mop up his tears. We fain would lecture, too, on the Poets, if with a nod we could command the gifted songsters to our side to interpret in vocal harmonies our poets' sweetest lay. We indeed would volunteer the task; bound to succeed, at any rate. But this was no unequal partnership. We had a good lecture, some excellent singing and reading, and are counting the days till the next performance. By the bye, Longfellow has written of "Dust on the pulpit, dust on the stairs, dust on the benches, and stalls and chairs." Has any Scotch poet written of dust in the gallery—of St. James' Hall.

CEL.

LETTERS TO THE EDITOR.

Another Letter from Mr. Hackett

Sir,—In my last letter I gave you a statement of the payments made by the Dominion Government in connection with Prince Edward Island for the year 1884. I believe my figures to be pretty correct and fairly represent the amount paid by the Dominion on account of the Island for that year. I now take the liberty of sending you what I believe to be a fairly accurate statement of payments made by the Island to the Dominion for the same period. As I stated in my last letter, it is most difficult to ascertain with anything approaching exactness the amount paid annually by the people of the Island into the Dominion Treasury. The two principal sources of Dominion Revenue are the receipts from Customs and Excise. With regard to both those branches of revenue, we are placed at a great disadvantage in the Dominion Blue Books.

Any person consulting the Departmental reports alone would naturally arrive at the conclusion that Prince Edward Island contributes but a very small proportion of the Dominion revenue. Mr. Blake fell into this error when he made the following statement in the House of Commons in 1880: "For Prince Edward Island the receipts were \$1,596,000; the expenditure, \$2,624,000; the deficit, \$1,028,000." Nothing could be more incorrect. The fact is the Island has, since Confederation, become one of the best customers of the other Provinces. The principal part of the goods now consumed on the Island, instead of being entered at Island ports and the duties collected credited to the Island, are entered at Montreal, Toronto, Halifax and St. John, where the duties are collected, and the Provinces in which these ports are situated get the credit.

It is in this way the difficulty arises, and some of our friends from the other Provinces, looking at the Blue Books alone, conclude that a very small portion of the Dominion Revenue is contributed by the Island. No person, however, will assert that the people of the Island, being fairly well to do, consume less dutiable goods per head than the people of the other Provinces. This, I think, may be considered a pretty safe rule to follow and will give fairly accurate results. Taking, therefore, the three years ending 30th June, 1884, I find the average amount of Customs duties, paid per head of the population, was \$4.93. Estimating the population of the Island at 120,000, which would give about the natural increase since 1881, we would have the Island's contribution to Customs' revenue \$591,600.00. With regard to Excise, the case may be somewhat different, as perhaps the Island

people do not consume so much Canadian whisky, cigars and tobacco as the people of the other Provinces. I think, however, it would be safe to assume that they do and their payments therefore to Excise would be \$136,400.00. Taking this test as a fair one, I find the Island contributed the following amounts to the Dominion Revenue for 1884:—

Customs	\$591,600.00
Excise	136,400.00
Railway	144,500.12
Post Office	30,000.00
Northern Light	6,206.00
Sick Marine's Fund	681.46
Steamboat Inspection	293.72
Weights and Measures	657.14
Gas Inspection and Law Stamps	791.51
Fishery Licences	81.00
Customs Seizures	230.00
Total	\$911,422.35

This would show that the people of the Island paid into the Dominion Treasury in 1884 about \$50,000 more than they received therefrom. As the figures are liable to fluctuate from year to year, it is not desirable that a balance should be struck on a single year's operations. I think I have established, however, that the Island is not a drag on the Dominion, but pays her way as well, if not better, than any of the other Provinces. I desire to say in conclusion that I have no sympathy with those who assert without proof that the Island is being robbed of large amounts annually by the Dominion.

Such statements answer no good purpose and only tend to make the people discontented and dissatisfied. As regards continuous steam communication with the Mainland, that has no connection with this question.

That was guaranteed us at the time of Union, is part and parcel of the terms, and whether the Island pays \$100,000 a year to the Dominion more than she receives or receives a like amount over and above what she pays, cannot affect that part of the compact. The faith of the Dominion is pledged to the Island in this matter, and whether that pledge is redeemed by a line of steamships, a subway or a tunnel, is not our business. Neither are we very much interested as to whether the fulfilment of the terms costs the Dominion one million dollars or five. Our duty is to see the agreement carried out in its integrity if at all possible.

I remain, Yours truly, EDWARD HACKETT.

Ottawa, Feb. 6, 1886.

The Capes Service.

Sir,—A great deal has been said and written about the change of management in the crossing between the Capes. I confess that at first I joined in the outcry against Captain McElhinney being sent here. Now in looking at the changes, and what has been done for the comfort and safety of both passengers and crew, I am satisfied that the Government did right in sending a disinterested and competent man, as Capt. McElhinney has proved himself to be, to organize and start the work on a new basis, where no favoritism, family, or even political influences have been permitted to interfere or prevent the best man from being employed.

Any passengers who have crossed under the old regime could not have failed to observe the absence of discipline and punctuality that prevailed. This is entirely remedied under the new management. Printed rules are posted in the boat houses, and a breach of them by any of the crew means instant dismissal, as a part of one boat's crew have already discovered. Spirituous liquors are strictly prohibited, and passengers are notified that if they offer it to any of the crew, they will in future be refused passage in the Government boats. Another feature that we rejoice in here is that Sunday crossings are stopped. Three boats, with mails, leave either side every fine day. Two of the boats have a crew of four men each, and the third and leading boat in addition carries the Captain. They are provided with compass, rockets, axe and other necessary tools, also provisions in tins.

These boats are strictly mail and passenger boats; neither the crews or passengers are required to haul boat-loads of freight. Under ordinary circumstances, with the present equipments, the danger is reduced to a minimum. Speaking of danger, this feature of the crossing has always been overrated. With proper caution and reasonable judgment, there is no danger and there should never be an accident.

The crews are hauled in comfortable sleighs from the boat-houses to and from the running ice. This is a great boon to the men. When they come off the hard work in the Straits, instead of having to haul their boats up and walk—sometimes miles to the shore—teams are waiting to hurry them off to comfortable quarters. Another advantage of the boat-houses is that on starting out, the boats, instead of being covered with snow and ice, as was often the case, are dry and comfortable. The boat-house on the Island side is situated on the beach, at the west side of the wharf, contains (first) boat room capable of holding six boats, a work-shop where a boat can be taken in and repaired, crews' room, telegraph office and mail room. This constitutes the ground-floor; the upper flat is all in one. The whole is well heated by stoves. The service is supplied with telescopes, automatic fog-horn, which can be heard from board ice to board ice. The men are required to register their names every morning, at an appointed hour. They are well satisfied with the new order of things. They are paid monthly, instead of by the trip as formerly. Parties having trunks or freight to be carried over, suffer nothing, as there are several private parties on both sides of the Straits, who are rival competitors for the job.

This letter is already too long. If you think it worth while publishing, in my next I will give you a list of the printed rules, the names of the officers and crews of the Government boats, also number of freight and passenger boats run by private parties.

Yours truly, EX. BOATMAN.

ADVICE TO MOTHERS.—Mrs. Winslow's Soothing Syrup should always be used when children are cutting teeth. It relieves the little sufferer at once; it produces natural, quiet sleep by relieving the child from pain, and the little cherub awakes "bright as a button." It is very pleasant to taste. It soothes the child, softens the gums, allays all pain, regulates the bowels, and is the best known remedy for diarrhoea, whether arising from teething or other causes. Twenty-five cents a bottle. Be sure and ask for "Mrs. Winslow's Soothing Syrup," and take no other kind. [Feb 4 eod wky]

CARNIVAL, AT GEORGETOWN SKATING RINK, On Friday, February 26th.

Worth's Brass Band will be in attendance. Admission—Adults, 25 cents. Children, 15 cents. Doors open at 7.30 p. m. Railway Fares at Reduced Rates. E. STEWART, W. S. EASTON, Managers. Feb. 15—Si mo sat mo

Flour, Fish, Apples, &c.

By Auction, WEDNESDAY, February 17th, at 11 o'clock, at my Auction Room:— 35 barrels Flour, some of which is slightly damaged; 50 barrels American Fallwin Apples, in choice order; boxes Lemons, bags Peanuts, &c. Also—5,000 lbs. Dried Codfish, 200 barrels No. 1 Herring, &c. A. McNEILL, Auctioneer. Feb 15 2i

FOR SALE.

TOWN LOT No. 75, 5th hundred, belonging to the Sneeston estate, situate on Euston Street, opposite the residence of F. L. Hazard, Esq., near St. Peter's Road. For particulars apply at the office of R. R. FITZGERALD, Ch'town, Feb. 13, '86—4i

ASTOUNDING!

A Remarkable Story of Fraud in Utah.

\$20 Suits, in fine Saxony tweed, just imported Ex. Northern Light for early spring trade, now selling at \$14, worth \$20, to keep our employes in bread during the dull season, at REID BROS.

Nearly all the Public Lands Stolen.

\$30 Best Black Worsted Suits, in new spring designs, reduced to \$20, at REID BROS.

Evidence to Fill All the Jails.

\$14 Tryon Tweed Suits, reduced to \$12, at REID BROS.

Senators and Congressmen Implicated

\$6 Scotch Tweed Pants reduced to \$4, at REID BROS.

Summerside "Parnell Club" Fully Aroused to Its Responsibility.

Beautiful Black Worsted Suits for Men, only \$6.50, at REID BROS.

Summerside Champion Cutters Make a Grand Strike for the Freedom of Ireland.

50 Pieces Scotch Tweed, in new spring patterns now selling at the ridiculously low price of 85cts, worth \$1.40, at REID BROS.

General Logan Amazed at the Disclosures.

REID BROS., CAMERON BLOCK, Ch'town, Feb. 11, 1886.

REGULAR TRADER.



SPRING TRIP, 1886

From Liverpool to Charlottetown.

The well known Clipper Bark

"MOSELLE," R. RENDLE, Commander,

now on the berth, will sail from Liverpool for Charlottetown, On or About 1st APRIL NEXT.

Carrying Freight at through rates to Pictou, Georgetown, Souris, Summerside, and Shediac.

For Freight or Passage apply in London to John Pitcairn & Sons, 16 Great Winchester Street; E. C. in Liverpool to Pitcairn Bros., 51 South John Street, or here to the owners.

PEAKE BROS. & CO., Ch'town, Jan. 30, 1886.—6w eod

Canned Salmon.

A FEW cases of the "CAIRNS' BRAND" for Sale, in cases, half cases and quarter cases. This brand is far superior to the British Columbia Salmon.

HORACE HAZARD, Queen Square, Ch'town, Feb. 11, 1886.—1 mo eod

Inland Steam Navigation Company

—OF— Prince Edward Island.

THE Annual Meeting of the Shareholders of the above Company will be held at the Company's Office, King Street, on SATURDAY, the 27th day of FEBRUARY inst., at 3 o'clock p. m., for the election of Directors and the transaction of other business.

By order of the President and Directors. JOHN HUGHES, Secretary.

Ch'town, Feb. 9, 1886—1 a w tl mtng

ANNUAL CLEARANCE SALE, During Stock-Taking.

J. B. MACDONALD is now having his Annual Clearing-Out Sale of

Remnants and Short Ends of Goods,

Remnants and Short Ends of Dress Goods and Cloths, Flannels, Winceys, Sheeting, Cottons, Tweeds.

And all Remnants and Short Ends will be cleared out at the very Smallest Prices.

The balance of Ladies' Fur Caps, Fur Muffs, Fur-Lined Circulars, Ladiss' Astracan Jackets, at prices to clear.

J. B. MACDONALD,

QUEEN STREET, Ch'town, Feb. 10, 1886—dy wky

30 DAYS.

L. E. PROWSE requests a settlement of All Amounts due him within 30 days.

Amounts not paid will be handed over for collection.

L. E. PROWSE,

Sign of the BIG HAT, 74 Queen Street. Ch'town, Jan. 21, '86—eod wky

JAMES PATON & CO.,

SUCCESSORS TO W. A. WEEKS & CO.,

PRICES ALWAYS LOW!

Buy your Dry Goods from JAMES PATON & CO., the above Plan will show you where to find them.

Ch'town, Jan. 19, 1886.

Special Sale.

Closing-out of the Entire Stock of GENERAL DRY GOODS at the

LONDON HOUSE!

GEO. DAVIES & Co., intending to make a change in their present business, offer the whole of their MAGNIFICENT STOCK OF MERCHANDIZE at prices that cannot fail to make a clearance.

This is a BONA FIDE SALE, as the stock must be disposed of during the next few months, and will present a Grand Opportunity to all buyers for Cash.

Our Wholesale Customers will be supplied on the usual Terms.

GEO. DAVIES & CO.

Ch'town, Dec. 9, 1885.

