The Daily Examiner.

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ALMANAC FOR APRIL, 1883.

MOON'S CHANGES.

New Moon 7th day, 9h. 23m, a. m.
First Quarter, 14th day, 4h. 37m. a. m.
Full Moon, 22nd day, 7h. 14m, p. m.
Last quarter 30th day, 2h. 50m., a. m.

DAY OF WEEK	Sun rises	Sun sets	Moon rises	High water	Days len'h.
	h m	h m	morn	aft'n	
1 Sunday	5 44	6 24	1 51	4 57	
2 Monday	42	24	2 31	6 21	
3 Tuesday	40	27	3 7	7 31	
4 Wednesday	38	28	3 40	8 33	
5 Thursday	36	29	4 13	9 22	
6 Friday	34	30	4 41	10 7	
7 Saturday	32	32	5 18	10 49	
8 Sunday	30	33	5 54	11 32	13 8
9 Monday	28	35	6 35	morn	
10 Tuesday	27	36	7 22	0 15	
11 Wednesday	25	37	8 15	1 0	
12 Thursday	23	38	9 13	1 48	
13 Friday	21	40	10 14	2 41	
14 Saturday	19	41	11 17	3 44	
15 Sunday	17	42	aft 19	4 56	13 28
16 Monday	16	44	1 21	6 11	
17 Tuesday	14	45	2 22	7 15	
18 Wednesday	12	46	3 18	8 7	
19 Thursday	10	48	4 21	8 47	
20 Friday	9	49	5 21	9 25	
21 Saturday	7	51	6 21	10 0	
22 Sunday	5	52	7 20	10 33	13 49
23 Monday	4	53	8 20	11 6	
24 Tuesday	2	54	9 17	11 41	
25 Wednesday	0	55	10 12	aft 16	
26 Thursday	4 59	57	11 3	0 53	
27 Friday	57	58	11 49	1 35	
28 Saturday	55	59	m rn	2 21	
29 Sunday	54	7 1	0 39	3 14	14 9
30 Monday	52	2	1 9	4 25	

DR. MACLEOD

—HAS—

Removed his Office

TO HIS RESIDENCE,

NEXT DOOR TO ZION CHURCH,

South Side Queen Square.

Ch'town, March 6, 1883.—1m eod wkly

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ATTORNEYS-AT-LAW

Solicitors in Chancery,

NOTARIES PUBLIC, &c.

OFFICES—O'Halloran's Building, Great George Street, Charlottetown.

☞ Money to Loan.

W. W. SULLIVAN, Q. C. | CHESTER B. MACNEILL.

Jan. 16, '83.

McLEOD & MORSON

Barristers & Attorneys-at-Law,

SOLICITORS, NOTARIES PUBLIC, ETC.

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Nov. 24, '82.—pres her

JOHN MACEACHERN,

(Late of Italian Warehouse)

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London & Lancashire Fire Insurance Company, of England,

City of London Fire Insurance Co., of England,

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OF SERVICE TO PATIENTS.

Lime Lake, April 23.

Gentlemen,—Your Pad has been of great service to some of my patients already.

JNO. MAXWELL, M. D.

BRIGHT'S DISEASE CONQUERED.

Enterprise, April 13.

Gentlemen,—Five years ago I fell with a bag of grain, which caused weakness in my back, and also brought on an attack of Bright's disease, and which caused me to lose considerable in weight. After wearing your Pad for six weeks, I gained 13 pounds. All pain and weakness has left me. I would have been yet in the doctor's hands, had it not been for my using your Kidney Pad.

Signed, W. FESWICK, Miller.

THE ONLY PERMANENT CURE.

Tamworth, April 13.

Gentlemen,—I was troubled with painful back, and could not retain my urinal secretion, from painful inflammation of the bladder. I have been treated by a dozen physicians to no purpose, but have worn your Special Pad six weeks. The pain, swelling and inflammation are gone and I am well. Your Pad is the only cure for kidney diseases.

J. A. FRASER, Manf. of Wooden Wares.

ALL PRAISE THEM HIGHLY.

Tamworth, April 13.

Gentlemen,—An accident 12 years ago wrenched my back. I could hardly walk, and never lifted anything. The Pad purchased from Mr. Jas. Aylsworth has nearly made me as strong as I ever was. I know of several being used, and all praise them highly.

JAS. SUMMERS.

Enterprise, April 13.

Gentlemen,—Your Pad is helping me wonderfully. My complaint is inflammation of the kidneys. JOS. PIKE.

PRICES—Child's Pad, $1.50. Regular Pad, $2.00. Special Pad for Chronic Diseases, $3.00.

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J. A. GOURLIE, sole agent Summerside.
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TORONTO, ONT. [de 15 wky

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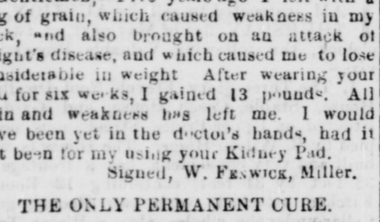

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And will completely change the blood in the entire system in three months. Any person who will take 1 Pill each night from 1 to 12 weeks, may be restored to sound health, if such a thing be possible. For curing Female Complaints these Pills have no equal. Physicians use them in their practice. Sold everywhere, or sent by mail for eight letter-stamps. Send for circular. "I. S. JOHNSON & CO., BOSTON, MASS.

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An English Veterinary Surgeon and Chemist, now traveling in this country, says that most of the Horse and Cattle Powders sold here are worthless trash. He says that Sheridan's Condition Powders are absolutely pure and immensely valuable. Nothing on earth will make hens lay like Sheridan's Condition Powders. Dose, 1 teasp'nful to 1 pint food. Sold everywhere, or sent by mail for 8 letter-stamps. I. S. JOHNSON & Co., BOSTON, MASS.

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LEONARD MORRIS, General Agent for P. E. Island.

Summerside, Oct. 28, 1882.—1y

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JOHN NEWSON.

Charlottetown, Jan. 2, 1883.—1y

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JAS. DESBRISAY.

Charlottetown, Dec. 29, 1882.—tf

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CORRESPONDENCE.

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

The Cape Traverse Branch.

To the Editor of the Examiner.

DEAR SIR.—As we have the assurance of the Government that the construction of the Cape Traverse Railway will be proceeded with early in the spring, I am glad to notice that the location of the road is now being discussed in the press. I agree with your Summerside correspondent, "Prince County" that "the route which shall produce the greatest amount of traffic, and the one which shall accommodate the greatest number, is the one which it is the duty of every public-spirited man on the Island to ask for and demand," but I cannot agree with him when he asserts that this would be effected by the adoption of the County Line route. "Prince County" is evidently very strongly in favor of this route, but yet he does not attempt to prove his assertion that it would "produce the greatest amount of traffic, and accommodate the greatest number." His silence on that point is very significant, and shows clearly that no such proof can be adduced, if it could, we may assume that "Prince County" would be only too happy to lay it before the public. It is very evident, however, that this gentleman does not take a broad, general view of the matter, but contents himself with discussing it from a narrow, sectional standpoint. The only reason he gives why the County Line route should be selected is, that when the branch line is completed, Summerside will have no steamer, "the Point Du Chene route would be abandoned, and the Capes route would be the one the western end of the Island would have to fall back on." When all this comes to pass, he predicts the speedy ruin and decay of the thriving little town of Summerside. Alas, poor Summerside, according to "Prince County" you have seen your palmiest days. I venture to say, however, that the intelligent citizens of Summerside will not be seriously alarmed by the prediction of the political Wiggins that has risen in their midst to enlighten them on the subject of Branch Railways. The public will, I think agree with me that there is not much reason or probability in "Prince County's" argument and much less truth in his predictions. Every person knows that Summerside is the principal port of export for Prince County, and will continue to be so irrespective of where the branch line taps the main trunk. No matter which route be selected, Summerside will still be the outlet for Prince County, and will require and undoubtedly have a steamer as usual to carry the surplus produce of that flourishing country to the markets of the mainland. Supposing the Branch was built to County Line, would Summerside cease to have a steamer, and the Point Du Chene route be abandoned on that account, as "Prince County" predicts. Not at all. I am sure the merchants of Summerside would laugh at the idea of sending freight *via* County Line to Cape Traverse (a distance of thirty miles), re-shipping it there on board a steamer, and again re-shipping on board the cars when it would reach the Cape Tormentine side, when they could ship by steamers direct from Summerside to Point Du Chene in less time than it would take it to reach Cape Traverse, and without the cost and trouble of re-shipment. To send freight from Summerside *v a* County Line to Cape Traverse would be a useless waste of time and money, and the merchants and business men of that smart little town are too shrewd and calculating to think of utilizing the Branch Line to any extent for freight or passenger traffic. The same may be said of Kensington, and any other point in Prince County. As I have already remarked, Summerside will continue to be the principal port of export for the whole County, and a steamer will ply as usual between that port and Point Du Chene. I am told that, on several occasions last summer, the steamer was unable to carry all the freight that was waiting shipment at Summerside. This shows that, even if the subsidy was withdrawn, there would be sufficient traffic to induce a Company to place a boat on the route; and, if a suitable one could not be obtained, I am sure there is plenty of capital in Summerside, and enough enterprise in her merchants and business men, to build a boat to ply between that port and Point Du Chene. Such an investment could not fail to prove a paying one. I think I have clearly shown that, no matter which route be adopted, the freight and passenger traffic of Prince County will continue to go by Summerside. The Point Du Chene route will not be abandoned. Therefore, it makes no material difference to the people of that County whether the County Line or North Wiltshire route be selected. It will, however, appear from the facts I have stated, that County Line is not the route that is likely to produce "the greatest amount of traffic, or accommodate the greatest number." It is not my intention to discuss this matter from a sectional standpoint. I have read the arguments of your correspondents in favor of the several proposed routes, and after carefully considering the question, I am convinced that the public interest would be best served if the proposed Branch Line tapped the P. E. Island Railway at North Wiltshire. My reasons for arriving at this conclusion are the following: The Branch is intended chiefly for the accommodation of mails and passengers, therefore it is desirable that the shortest route between Cape Traverse and leading points of the Island should be selected. It is ten miles shorter from Charlottetown to Cape Traverse *via* North Wiltshire than by County Line, consequently mails and passengers to and from Cape Traverse to Charlottetown and all points east thereof could reach their destination more expeditiously by the North Wiltshire than by the County Line route. It is therefore evident that *via* North Wiltshire is the shortest mail and passenger route between the Capes and any point in Queen's or King's Counties, and hence it is the route that should be selected, being the one that would most benefit the people of these two populous Counties, and best accommodate the public. Prince County would have no reason to complain, because as I have shown the freight and passengers traffic would go by Summerside, even the branch was built to County Line therefore the interests of that County would not suffer the least by the adoption of the North Wiltshire route. If this route be adopted, the only real cause of complaint the people of Prince County would have is that they would receive their mails an hour later in the day. This however would not be a serious disadvantage considering that the North Wiltshire route would benefit and accommodate the people of the Island and the public generally, and at the same time open up an important section of the country that badly requires railroad accommodation. Considering all this, I cannot believe that the people of Prince County are so selfish, unreasonable and unpatriotic as to oppose this route, and ask the Government to build the branch to County Line for the simple reason that they may receive their mails an hour earlier in the day. It is well known that a very important section of the county intervenes between North Wiltshire and Cape Traverse which does not enjoy rail or shipping facilities. Crapaud harbor which is almost centrally situated between these points and which is the natural outlet for the intervening and surrounding districts would be an important feeder of the line. These districts would send their surplus produce to Crapaud by rail which in return would carry them from thence coal, lumber, limestone, muscel-mud and everything else they would require. Thus the country would be benefitted and the earnings of the road increased by this traffic. To sum up I think I have shown that North Wiltshire is the best and shortest mail and passenger route, and the one that would best accommodate the people of the Island and the public generally. It opens up one of the finest agricultural sections of the Province, and would, undoubtedly, produce "the greatest amount of traffic," and probably be the best paying branch on the Island. Last summer the Minister of Railways promised Dr. Jenkins to have the line surveyed this spring, and when the survey is completed I trust the Government will not hesitate in adopting the route. Here I wish to contradict a statement made by "Prince County" with reference to the length of this line. He says "I hear Mr. Allison in his report said that a good line could not be got by that route less than twenty-six miles." I beg to inform him that Mr. Allison never surveyed the line nor ever walked over it, therefore I fail to see how he could make any such report. He simply spent a few hours one afternoon walking over the line in the vicinity of North Wiltshire, when he was called away to East Point. Here the matter rested, and it is not likely that Mr Allison would undertake to report upon a line that he had not even walked over. It is a great deal more likely that "Prince County" is drawing on his imagination for his information and his figures. It is only sixteen miles from North Wiltshire to Cape Traverse, and when the survey is made in a few weeks I think it will be found that a good line can be got that will not much exceed this distance. "Prince County," in an almost bitter, sectional spirit calls upon the people of his native County to "be up and doing." I think, however, that they should not evince too much selfishness in this matter. They should on the contrary practice the golden rule, "Do unto others as you would wish others to do to you." They should also remember that it was the vote of the representative of Crapaud, Kelly's Cross, and Lot 30, that carried the Railroad Bill through the Local Legislature, and gave the main track to Prince County. It is well known that the districts named were not benefited by the main line, yet they contributed their quota of taxation towards it without a murmur, because they considered the Railroad would benefit the Island generally. "Prince County" should now show the same spirit of liberality and fair play, and not seek to deprive the southern section of the Island of the Railroad accommodation it so badly needs. I do not think the majority of its inhabitants would countenance any such unfair agitation. Neither do I believe that Mr. Hackett would urge the adoption of the County Line route upon the Government, knowing that it would be little or no benefit to Prince County, while it would be a serious disadvantage to Queen's and King's Counties, and a great injustice to the section of country lying between Cape Traverse and North Wiltshire.

Yours truly,

FAIR PLAY.

Queen's County, April 10, 1883.

To the Editor of the Examiner.

SIR,—I enclose you a brief excerpt, from the Paris correspondence of the London *Times*. The intelligence it contains will, I think, prove of interest to your readers generally, and "Vich Dhomnuil nan Ord," your persevering correspondent, will, I am sure, thank you for inserting it:—

"An inquiry having been made as to the fate of the Jacobite remains at the old Scotch College, near the Pantheon, I addressed myself to Mgr. Rogerson, the Administrator of the Scotch Catholic Endowments, appointed by the French Government, who was not only able and willing to give me every information on the subject, but showed me the leaden case containing the brains of James II., in size and shape resembling a liqueur bottle without the neck. James bequeathed his brains to the Scotch College, a seminary in which he took great interest; but, since the Revolution, the building has been used for a French boarding-school, though still the property of the Scotch Catholics, and, as an 'historic monument,' under the supervision of the Minister of Education. Both the college, however, and the adjoining English nunnery, were plundered by the Revolutionists. A doubt, therefore, remained as to the fate of the bequest, which some guide-books, indeed, speak of as 'said to have been deposited there.' One theory, moreover, was that the brains were placed at St Germain's in 1824, when all that could be collected of James's remains, after the desecration of his tomb at the English Benedictine Monastery, were re-interred, a tablet being placed over them by George IV.

All doubt, however, is now at an end. Some workmen were carrying a drain under the college chapel when a giving way of the soil led to the discovery of a cavity, and in this was found the leaden case, and also the heart of the Duchess of Perth, likewise enclosed in lead. The tradition is that the mob dug a pit, with the intention of massacring the English nuns, and throwing the bodies into it. Monsignor Rogerson believes that this was the origin of the cavity, and that the two relics were thrown into it as worthless. They will, of course, be re-interred, but in a quiet way; to avoid any fear of clandestine interference. Monsignor Rogerson also possesses a glove box, made from a fragment of James' coffin, carried off by a spectator of the desecration of the monastery. The college, adds the correspondent, looks throughout as if unaltered since its erection, about 250 years ago, the original inscription, "College Escossaise," being still over the door, and the tablets erected to James and some of his adherents being in good preservation. It was in these premises that Danton was confined, during the brief interval between his arrest and execution."