

# THE DAILY EXAMINER

Is Published every Evening.

OFFICE:

INGS' BUILDING, CORNER OF WATER AND GREAT GEORGE STREETS, Charlottetown, P. E. I.

RATES OF SUBSCRIPTION:

Six Months,	\$2 50
Three Months,	1 25
One Month,	0 50
One Week,	0 12

Advertising at most moderate rates.

Contracts may be made for monthly, quarterly, or half-yearly advertisements, on application.

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

## THE DAILY EXAMINER.

MAY 8, 1879.

### The "Herald" on Railway Re-adjustment.

The *Herald* agrees with the *EXAMINER* in condemning the recent readjustment of the railway staff, which gives satisfaction to neither the friends nor foes of the Government; but it goes further than the *EXAMINER* can go when it condemns the economical policy of the Government. With a vivid remembrance of the strong vituperation and brilliant sarcasm with which the editor of the *Herald* only lately assailed the "Grit Castle of Indolence"—viz., the Railway Office—and the extravagance which possessed it, we read with some surprise its censure of the present Government for abolishing several unnecessary offices, reducing some salaries, and saving some \$10,000 a year. In fact it is astonishing that one so shrewd, clever, and uniformly consistent as the editor of the *Herald* should have allowed himself to be drawn into so unequivocal a position. A few days ago he was attacking Grit extravagance to the top of his bent. Now he is, with equal vigor, condemning Liberal-Conservative economy.

He says the \$10,000 which the Government have saved is lost to the Province. But what right has he to regard the matter from a Provincial or sectional stand point? He has been lamenting the extravagance and recklessness which resulted in millions of deficits, and brought the Dominion to the verge of bankruptcy. But it would now seem that he regards such extravagance and recklessness as a positive good; for is not the Province benefitted by it? Now we think no Province has a right to be benefited by unnecessary expenditures on the part of the General Government; and we of this Province, have no right to complain when unnecessary expenditures are curtailed, and the burden of the country at large is lightened. We, however, agree with the *Herald* that this Province ought not to be treated unfairly. We have always contended—and now contend—that the salaries of Dominion officials here should be just as high as they are on the mainland. They were not so under the Grits. But from the reductions which are being made in the other Provinces, and from the fact that justice is, at last, being done our County Court Judges, we are inclined to think that the policy of the present Government will be more generous and just; and that all our officials, from the Chief Justice down, will be placed in a position of equality with their counterparts of the larger Provinces. As to the expenditures on the railway, they will, in all likelihood, be as large as ever—the difference being that the money will be expended in the improvement of the road and not upon unnecessary officials. Our people have not failed to note that \$30,000 more were voted the railway last session than ever heretofore, so that it is almost certain that the expenditure on the road will be at least equal to what it has been; and that, from a Provincial standpoint, we shall not be in a worse position than we were before.

There is another point upon which we cannot agree with the *Herald*, viz.: its hasty condemnation of Messrs. Pope and Brecken. We know that Mr. Brecken, Mr. Hackett, Mr. Muttart and Mr. McDonald ably represented the active pastisanship of Grit officials in this Island on the floor of the House of Commons. We believe that, publicly and privately, they did their best to have the partisan Grits ousted in a body. And who is there that knows Mr. Pope but feels that he did his best also?

The Government seem to have two ends in view: (1) to preserve the permanency of the Civil Service; (2) to economize. To secure these great and patriotic ends they have resisted the strongest appeals and representations of their party. Their motto—"country first and party after"—has been no empty one; and while we regret the bungling way in which the readjustment has been accomplished by the officials concerned in it, and the disappointment and loss of many active Liberal Conservatives, we cannot but admire the firmness and independence with which the Government have adhered to the wise course they marked out.

### The Fort Augustus Election.

We have been obliged to considerably condense the able report of the secretary of the meeting recently held in Fort Augustus. It seems likely that there will be a contest; and this, we think, under the sad circumstances, is to be regretted. We learn that the people of the north side of the district would much rather there should be no contest; and are quite willing that any respectable man the electors of the south side may select should be elected by acclamation. Would it not be well, then, if the leading men of the south side were to put their heads together and select one in favor of whom all the other candidates will withdraw? We think so.

As to the man: Popular feeling seems to be running in sympathy with the son of the late lamented representative; and, certainly, it seems but natural and proper that the son should succeed the father if he has the ability so to do. From the little we know of Mr. Lucius O. Kelly, we judge that he is a young man of talent; and his knowledge of general politics and the particular requirements of the district is indisputable.

### Result of the "Dashaway Policy."

MR. RICHARDS, with a laudable desire to get at the truth, asked the Government to produce a statement of Receipts and Expenditures of the first quarter of the current year—the last in which Messrs. Davies and Stewart held office. The official reply may gratify Mr. Richards' appetite for truth; but it displays the "economy and care" of the men whom he delights to honor in anything but a favorable light. The reply is, in effect, that, of a half year's revenue of \$95,862.18, no less than \$82,960.52 were expended by them in three months, leaving only \$12,901.67 to defray the expenses of the following three months. Had the people allowed this Government to continue in power, where should the Province be in a very short time?

## PROVINCIAL LEGISLATURE.

### HOUSE OF ASSEMBLY.

TUESDAY, May 6.

Evening Session.

HON. MR. CAMPBELL considered the question before the House a very important one. In an agricultural country like this, it was of the utmost importance to have roads made under the very best system that the resources of the country could afford to have carried out. Those entrusted with the management of the roads should be practical men. The scarcity of money rendered it necessary that a measure should be enacted that would meet the requirements of the country. The people demanded that they should have the option of either working or paying, and it was the duty of the Government to give the privilege asked for. He believed that the new Act would recommend itself to a large majority of the people. He looked upon the provision giving fixed salaries to the Supervisors as one of the best features of the new measure. The roads were not materially improved under the present system. The Government had been charged with inconsistency; but he contended that the Government had a right to bend to the wishes of the people. They were told that they would be unable to enforce the new Law; but it would be as easy to enforce that Act as any other. Before resuming his seat, Mr. Campbell administered a castigation to the hon. member for West River—Mr. Farquharson.

HON. MR. CONROY said that one of the arguments used by the Opposition against the new Bill was, that they were retracing their steps; but, for his part, he would be very happy if they could retrace their steps, and do away with all the legislation of the last six years. The roads were in a very bad state in his district, and if they were not better attended to in the future than they were in the past two years, they would soon become mere paths. The Treasury cannot afford the same amount of money to be laid out on the roads now; but it could when the present law was passed, and it was the general wish of the whole community to fall back on the old Statute Labor System. Under that now in force, the roads in one part of the country were built up at the expense of another. The people wanted to have the option of either working or paying, and he believed that under the law now before the House, the country would have better roads than now.

Here followed some cross-firing between Mr. McMillan and members on the Government side of the House relative to the purchase of the carpet for the Legislative Council—matters altogether irrelevant to the question before the House.

MR. MCKAY thought that nearly all the members would agree that some reform was required in the road service. The old Statute Labor was a farce; but, under the present system the roads were getting worse, and the people were getting more and more dissatisfied. The money paid in by some districts was carried away and expended in others. Large amounts were laid out in some Districts where there was not the same amount of mileage of roads to keep in repair that there was in other localities.

MR. CAMERON believed that the new measure would meet the wishes of all parties. Every dollar paid in as commutation money will produce more work than the same amount under the present law, because there was no expense attending its collec-

tion. The Act was one that the people were demanding, and he believed that it was the best thing that could be devised under existing circumstances.

MR. SHAW believed that the new Act would give great satisfaction to the country in general. The Bill passed by the late Government might be applicable to wealthier or more advanced countries, but it was not suitable to this Province, under our present circumstances. It was utterly impossible for poor people to get money to pay their road tax, and it would be a great boon for them to get the privilege of working instead. At present the Supervisors could expend the money granted for the roads as they thought proper. There was no check upon them, and the road was open for jobbery in a small way. The people would be better satisfied with the new system, and under it he believed that the roads would be improved.

MR. DEBLOIS had come to the conclusion that the Road Act now in force was a little too extreme, and the old Statute Labor Act was too loose. He was glad to find the Government adopting an intermediate course—taking what was good in both Acts. The present law gave the Commissioner of Public Works too much power. He would support the new measure on the score of economy. The scarcity of money rendered it necessary to give the people the option of working. The new law would meet the wants of the country districts. He thought it would meet the views of the hon. member for West River, for whatever money would be collected in any one district would be expended within it.

HON. MR. LEFURGEY said that the late Government thought that the present Act was a good measure at the time it was passed; but there are many Acts passed into law that do not come up to the expectations of their promoters or the requirements of the people. This was the case with the present Road Act. The Bill now before the House was an improvement upon the old Statute Labor Law. They were trying to frame a measure that would be in keeping with the wants of the country. The people were dissatisfied with the measures passed two years ago, and the Road Act was one of them. Money was more plentiful then than it was to-day. Men would now find it easier to work two days on the roads than to find work that would enable them to get money to pay their road tax. Under the supervisors, the labor was not now being done as it should. The poorer localities did not get their share of the road grant that they deserved. It was the duty of the House, then, to make the new law as workable as possible.

HON. MR. FERGUSON replied at some length to the objections urged by the Opposition against the passage of the Bill.

MR. GAVIN said that in no part of the Dominion are the roads so hard to keep in repair as here, and in no other Province do the people require good roads so much. In some parts of the country it was impossible to get all the produce hauled to market in the fall, and shippers had to hold a great part of it all winter. The present law may be good in theory, but it has not given satisfaction to the country. The roads were not in as good state of repair as formerly, and there could not be money enough placed at the disposal of the Supervisors to keep them in a proper state. The Statute Labor system was abused in the past, but this was owing more to the way in which the law was carried out than to the Act itself. It would be to the advantage of the people to have the roads in good order, and they would not consider two days too much to spend on them. There would be an inducement for the people to perform Statute Labor. There was great difficulty at present in collecting the poll tax, especially from young men. If the revenue would admit of it being done, the best way to keep the roads in repair would be to let them out in sections; but this was not practicable at present. He thought the measure now before the House was as good a law as could be put in force, and he felt justified in supporting it.

The House went into Committee on the Bill, Mr. A. J. McDonald in the Chair.

After some time spent in Committee, the Chairman reported progress and asked leave to sit again.

House adjourned.

WEDNESDAY, May 6.

House in Committee of the Whole, resumed the consideration of the "Roads and Bridges Act." After some time spent, the Speaker took the chair.

MR. BENTLEY asked whether the statement in the Report of the late Commissioner of Public Works, under the head of "Contracts accepted and entered into during 1878," were a full and true statement?

HON. D. FERGUSON—Not a full statement. On the 7th November last a private contract was made between the Government and John McIntosh and Robert Dewar, the contractors for Falconwood Asylum, for the erection of a boiler house for the institution, amounting to \$1,300.

MR. RICHARDS asked the Government to lay upon the table a comparative statement of receipts from public lands and ordinary sources of revenue for 1877 and 1878.

HON. MR. SULLIVAN replied by laying on the table copies of the Public Accounts for 1877 and 1878.

MR. RICHARDS asked for a statement of receipts and expenditure for the first quarter of 1878.

HON. MR. SULLIVAN, in reply, submitted a statement showing the receipts (including half yearly subsidy in advance) from 1st January to 31st March to be \$95,862.19 Expenditure for quarter ending 31st March, \$82,960.52

MR. FARQUHARSON asked the Government to bring down all papers referring to the Fishery Award.

HON. MR. SULLIVAN replied that he was astonished at the question. The Government had promised in the Speech from the Throne, to bring down the papers, and they would do so at the proper time.

House adjourned.

# NEW GOODS

EX "PRINCE EDWARD,"

—AT—

## Perkins & Sterns.

Our Stock for this Season surpasses anything we have yet shown, in

VALUE, STYLE and VARIETY!

And, notwithstanding the increased duties, we can (with a few exceptions) sell, at

LESS THAN OLD PRICES

Millinery,

Dress Goods,

Straw Hats &

Bonnets,

Lace Goods,

Silk Scarfs,

PRINTED COTTONS,

Grey & White Cottons,

CLOTHS

—AND—

# TWEEDS

Trimmings,

—AND—

# EVERY NOVELTY

OF THE SEASON!

We have marked Goods very low FOR CASH.

## Perkins & Sterns.

Ch'town, May 8, 1879.

# Canadian Seed Wheat!

100 BUSHELS Scotch Fife Wheat gave the very best satisfaction last year.

FLOUR AND CORNMEAL, Wholesale and Retail.

50 BBLs. APPLES

expected in a few days.

B. BALDERSTON.

No. 11 Queen street, May 8—3w

## Steam Navigation Co. Steamers

MAY, 1879.

UNTIL FURTHER NOTICE the Steamers "St. Lawrence" and "Princess of Wales" will leave as under:—

NOVA SCOTIA.

From Charlottetown to Pictou, every MONDAY, WEDNESDAY, THURSDAY and SATURDAY mornings, at five o'clock.

Returning from Pictou every TUESDAY, WEDNESDAY, FRIDAY and SATURDAY, on arrival of morning train from Halifax.

FOR CANADA AND UNITED STATES.

Leave Summerside for Print Du Chené EVERY DAY about 9 a.m., on arrival of morning train from Charlottetown.

Returning to Summerside EVERY NOON, on arrival of morning train from St. John.

By order, F. W. HALES.

Charlottetown, May 6, 1879.

## ALBION MINES, PICTOU, N. S.

SLACK and ROUND COAL can now be obtained at the above mentioned Mines.

For orders apply to

G. W. DEBLOIS,

Sole Agent for P. E. Island.

Office, No. 35 Water St., Ch'town.

Ch'town, May 6, 1879. pat f

## Protect the Fisheries.

PERSONS favorable to the formation of a Fish and Game Society will meet at C. L. Strickland's Office SATURDAY evening next, at 7 1/2 o'clock.

Charlottetown, May 6, 1879.

## MAIL NOTICE.

MAILS for Great Britain will hereafter be closed at 10 o'clock, p.m., on THURSDAY in each week, to be forwarded via Rimouski, and also on MONDAY, the 12th and 26th inst., at 4 o'clock, a.m., to be forwarded via Halifax.

Mails to be forwarded via Summerside and Shediac will be closed daily (Sundays excepted) at 5 o'clock, a.m.

Mails to be forwarded via Pictou will be closed at 5 o'clock, a.m., on MONDAY, WEDNESDAY, THURSDAY and SATURDAY in each week.

Mails for all places west of Charlottetown will be closed daily at 5.30, a.m., to be forwarded by postal car to Summerside.

Mails for Georgetown and Souris East, also for places on and served from those routes, will be closed daily at 2 o'clock, p.m.

Post Office open from 8 a.m., till 8 p.m.

A. A. MACDONALD, Postmaster.

Post Office Charlottetown, } May 6th, 1879. }

## Molasses. Molasses.

JUST RECEIVED, 110 Puncheons Choice New Crop MOLASSES. Will be sold Cheap for cash or approved credit.

OWEN CONNOLLY & CO.

Ch'town, May 7, 1879—3w eod

## TEA AND SALE

—OF—

## Fancy and Useful Articles!

THE Ladies of Zion Church intend holding a Tea and Sale of Fancy and Useful Articles, in the Basement of their Church, on

WEDNESDAY, 14TH INST.,

IN AID OF THEIR BUILDING FUND.

The Sale will commence at 2 o'clock, p.m. Tea will be on the table at 6 o'clock.

Admission, 10 cents; Tea, 25 cents—Children, half price.

Mrs. A. STRONACH, President.

May 6, 1879—

## CHAIR FACTORY.

THE SUBSCRIBER wishes to give notice to the inhabitants of the Island generally that he is manufacturing at Messrs. McKinnon & Fraser's Spring Park Carriage Factory CHAIRS superior to any imported from Canada or the United States, made of the best material—hard wood bottom, Rocking Chairs, in Arm and Nurse; Children's Table and Small Chairs.

Also, Cane Seats renewed. Repairing, Repainting and all kinds of Turning done to order.

PRICE LIST.

Common Single Back Chairs, each	55c
Single Screw Back do., do.	65c
Double Back do., do.	75c
Fancy Extra do., do.	85c

THOMAS GREEN.

April 22, 1879.—1m