THE DAILY EXAMINER.

SEPTEMBER 10, 1891.

Notes and Comments.

—We all hoped that our artillerymen would return this year, as in former years, bearing victory upon their arms. But they will bear, instead, a corpse. The sad death of Corporal Rufus Macdonald will be mourned by the community.

—The Local Government should wake up to the execrable state of the roads between Mount Stewart, Pisquid and Clarketown. A gentleman reports that he had to go ten miles round,—all through Little Hell—simply because the road was impassable for a carriage, and he did not care to walk as his wife accompanied him.

—It is pleasing to learn that a substantial increase of passenger traffic has followed the placing of the new steamer Northumberland upon the route between Summerside and Point du Chene. If we had a new hotel of the first class we should, without doubt, soon be able to chronicle a further increase of traffic, to the profit not alone of the Steam Navigation Company, but of the trade of Charlottetown, Summerside and the Province at large.

—It is pleasing to learn that there is no truth whatever in the report—circulated last evening and to-day—that the Steam Navigation Company have sold their splendid new steamer, the Northumberland. The report seems to have grown out of an offer to purchase received by the Company a short time ago, and the fact that the steamer has been put upon the slip at Pictou. But the offer was not accepted; and the steamer went upon the slip in accordance with a requirement that steel ship shall be drawn up once a year, as well as for the purpose of receiving two additional coats of paint.

News Notes.

Crop prospects in India are improving.

At Buenos Ayres on Saturday gold was quoted at 302 p. c. premium.

In one district of Manitoba a field of oats has yielded 100 bushels to the acre.

William C. McDonald, a Canadian, hailing from near Brockville, has been murdered in Arkansas.

Chicago grain shippers are now chartering all the vessels they can get hold of, and the movement of wheat is about to begin.

The New York Tribune of September 2 says: "There is no soil in America that can grow the wheat that is grown in Manitoba.

The N. Y. Herald's Washington despatch says the U. S. Government has decided to recognize the new government of Chili at once.

Personal.

Mr. and Mrs. G. Frank Beer returned last evening from their wedding trip abroad.

Mrs. John Patterson, of Kinkora, left yesterday morning to join her husband at Seattle.

Mr. A. W. Hayden, representing the Canada Paper Company is on a business trip to the Province. He is registered at the Hotel Davies.

Rev. E. Bell preached last Sunday evening to his old friends at Marie. The Methodist church there was full to overcrowding, and all were delighted to see and hear their old pastor.

POLICE COURT.—This morning, a countryman was fined $10 for disorderly driving on Euston Street, and a larceny case was adjourned.

THE CASE DISMISSED.—The prosecution brought against Robt. Ellis, Sr., by Conductor Ryan for interfering with him while in the discharge of his duties on the Island railway, was inquired into before R. R. Fitzgerald, J. P., to-day. After hearing the evidence of several witnesses, the Magistrate dismissed the case, ordering that each pay his own costs.

FROM BOSTON.—The steamer Carroll, Capt. Brown, arrived from Boston this morning, with a general cargo and the following passengers: T H Plympton, Mrs Plympton, C B Gruselt, Maggie Macdonald, W B Pendleton, Mrs B C Prowse and son, B M Greeley, Samuel A Williams, Effie A Graham, Isabella McLean, Mrs J Doherty, Mary Macdonald, Mrs Connolly, Mrs McQuaid, F Shaw, J Wilkie, P H Fletcher, Chas Bertram, Lewis Webster, A F Somers, James Doherty, Charles McCarthy. The steamer did not leave Halifax until eleven o'clock on Tuesday, owing to the storm.

ATHLETIC EXHIBITION.—The programme for the athletic exhibition on the 22nd will contain the following exercises:

1. Dumbell, Indian club and bar-bell exercises.
2. Low bar and double parallel bar work.
3. Ladder, rope and single parallel bar work.
4. Tumbling and camel run.
5. Ring, spring board and vaulting horse exercises.
6. High and low horizontal bar work.
7. Pyramid building.

There will also be an excellent musical programme furnished by one of the city bands. Tickets are now on sale. Everyone should attend and see something new and entertaining.

RAILWAY PICNIC.—The thirteenth annual picnic of the employes in the mechanical department of the Island railaway was held at Freetown yesterday. The weather was all that could be desired. The attendance was good. At half-past eight in the morning ten cars well filled with excursionists and a special car containing the Artillery Band left the city in charge of Conductor Thomson, arriving at Freetown at 10.45. The day passed very pleasantly. The best of order prevailed throughout. Refreshments were furnished by Mr. John Murphy, who also provided an excellent dinner for all who did not take baskets. There were two dancing pavillions, where those who felt inclined to trip "the light fantastic" could do so to their heart's content. The Artillery band furnished good music on the grounds during the day. In the afternoon there were a number of races and games which were very interesting. The train left on return at five o'clock in the afternoon and reached the city at seven.

Bananas only 10 cents a dozen at Beer & Goff's. sept10 2i

Bananas and Bartlett pears selling very cheap at Beer & Goff's. s 10 2i

NOTES FROM OTTAWA.

Salaries of P. E. I. Officials.

NORTH SHORE RAILWAY.

Mr. Haggart's Indignant Denial.

AN INTERESTING FACT.

[SPECIAL CORRESPONDENCE OF THE EXAMINER]

In Committee of Supply, on the appropriation of $19,885 for collection of revenues, P. E. I., Mr. Davies brought up the salaries paid the Customs officials in Charlottetown, and made a very strong case that the salaries of Messrs. Bremner, Hogg, White, McLeod, McNeill and Moran, should be increased Mr. Bowell promised that these cases should be treated on their merits, and his remarks, while non-committal, were favorable. He spoke highly of the Charlottetown office and its officials. During the discussion Mr. Welsh remarked that he did not think there could be any improvement suggested in the mode of conducting the business of the Custom Houses of this country.

On Tuesday, Sir John Tompson moved the House into committee to consider a resolution, providing for the cancellation and discharge of certain mortgage bonds of the North Shore Railway Company held by the Government. He reviewed the history of the acquisition of the North Shore by the Canadian Pacific Company. The policy of Parliament in regard to the North Shore was determined by statute of 1884, providing for the extension of the Canadian Pacific Railway to the city of Quebec, and as the Provincial Government of Quebec had already expended large sums of money to build a line known as the North Shore Railway, to connect the port of Quebec with the city of Montreal, the policy of aiding the C. P. R. to extend its road to Quebec necessarily involved the absorption by this company of the North Shore railway, and the relief of the province of Quebec from the expenditure incurred in the undertaking. The form which that relief took has given rise to the discussions which make this resolution necessary. The subsidies voted in 1884 amounted to $6,400 a mile, or $960,000 in all, this amount being available for the building of a line from St. Martin's junction to Quebec by the C. P. R., or which was more desirable, the acquisition of the North Shore railway already constructed. The North Shore was then in the hands of the G.T.R., and the C. P. R., failing to acquire it within the specified time, was allowed permission to extend its own line independently to Quebec; meantime the absorption to take effect, if possible, so as to avoid duplication of the line. With an additional sum of $540,000, making $1,500,000 available for the purpose, the Government took over the North Shore road, paying $530,000 to the Grand Trunk and expending $970,000 in purchasing the outstanding bonds secured by a second mortgage, amounting to $1,108,626, the said bonds forming part of the issue of $5,000,000 secured by mortgage on the North Shore railway, the balance of the purchase price of the road by the North Shore company amounting to $3,500,000, being secured by a first mortgage, therefore taking precedence of the $1,108,626 second mortgage bonds. The Government, instead of handing over the road wholly to the C. P. R., retained a lien amounting to $1,500,000 voted by Parliament. The interest of this was to be paid the Government by the C. P. R. company out of the excess of their net receipts after paying working expenses and other claims, including the interest on the $3,500,000 first mortgage bonds. But there has been no excess, and the Government have received nothing in the way of interest on the $1,500,000 bonds. The money, however, had been unproductive, as was anticipated, and the Government had not realized any interest. Sir John then explained that the structure of the road had been from time to time renewed by the permission of the Minister of Railways. He then read the conditions imposed upon the C. P. R. in consideration of the relief proposed. In substance they are to bring the North Shore up to the standard of the main line of the C. P. R. As to the bonds, they would be cancelled immediately on the agreement being entered into, so as to permit the C. P. R to raise the $700,000 that would be needed to carry out the conditions.

Hon. Mr. Laurier could not take exception to the resolutions, as they merely gave effect to a policy which should have been acted on long before. He reviewed the history of this matter with a view to showing that they simply carried out the agreement of Parliament in 1885.

On Wednesday Sir Richard Cartwright, upon motion to go into supply, moved an amendment based upon the results of the recent census, deploring the present state of affairs and demanding a radical change in the policy and methods of the Government. Sir Richard made a very good Blue Ruin speech, and was followed by Mr. Foster, who answered him conclusively. On this motion Mr. Mackintosh made a very effective speech. It contained a number of statistical comparisons, and one of these days I shall probably give your readers a summary of it. Ananias Cameron gave his vituperation full rein, while Col. Amyot went perfectly wild and mixed up French and English inextricably. The English portion of his remarks (it was not a speech) he read from manuscript, and he interlarded them every few minutes with French. Amyot was replied to by Mr. Dupont, who spoke in French, in which language he is assuredly an orator. Even to one who did not understand a word he said his fluency and his gracefullness of action were very pleasing. The task of replying to the slanders of Ananias Cameron was undertaken by Mr. Haggart in a most effective manner. As Acting Minster of Agriculture, he criticised the amendment as misleading. The official figures showed that the natural increase was 12½ per cent., or very nearly the same as in the United States. This would give a population of 4,836,849, and showed that we kept our own increase and not more. The question then arose as to what had become of the immigrants during the last decade. There were not data upon which to ascertain what the exodus from the country was, the American authorities having since 1885 dropped their statistics on the subject. The history of this country showed that our people are in the habit of migrating to the United States. We have maintained our natural increase and maintained it by the policy of the Government. The urban population had increased 33 per cent. and all this would have been lost if it had not been for the protective policy of the Conservative party. Much had been said about the decline in the Maritime Provinces; yet in the New England States, corresponding to our country by the sea, the decrease was just as great, if not greater. By the adoption of the National Policy we had maintained our manufactures and thus given occupation to our people who would otherwise have had to leave the country. The panacea which the Liberals proposed was not a reduction of the protective system, but an increase of it by adopting that of the United States. A greater percentage of the population of the Eastern States went west than went from Ontario. The Government's policy would, during the next decade divert the flow of population from the country to the south of us to our western country. Though the population had not increased as fast as we had desired, all the facts proved that our condition had improved. This was evidenced by our railway and banking statistics. Canada had been forced to adopt the system of the States in order to keep our people at home. We had done so and the next decade would see a greater increase in Canada than in any other country in the world.

The Postmaster-General then turned his attention to the insinuations of M. C. Cameron. He said: The Hon. member for Huron made this statement: "Rumors were abroad in Canada, rumors were abroad across the international boundary line, rumors were abroad in the mother country. Is it any wonder that, with these extraordinary facts published abroad, the tide of immigration should be very narrow, and should remain here but a very short time? Does everybody not know that the department of the Postmaster-General is notorious from one end of Canada to the other, so notorious that it has been the subject of discussion in the public press; so notorious has it become that it has been the object of denunciation from almost every pulpit in the land? The Postmaster-General, a Minister of the crown, charged with these crimes, remains silent and dumb."

Who is my accuser in a case of this kind? Who is the gentleman who rises on the floor of this House and accuses me? I almost feel like Cicero, who was accused by Claudius before his peers in Rome. He was a man guilty of all the crimes in the calendar, and who yet brought Cicero before his peers. This same gentleman with whom I have been in the House for a number of years must remember the celebrated Tuckersmith bill. Did he not, after the decennial census, when a measure was introduced gerrymandering the constituencies, come into this House and because he had a Liberal majority at his back—when his election was protested on his return for the riding he represented by a majority of only 81, when the riding was nearly equally divided as to population, there being very little difference between the divisions—seek to get Tuckersmith added, with its Liberal majority of 206? When he was turned out by the courts he did not present himself for election; Tuckersmith was not added; the Senate stood by us and struck it out of the bill. Is that the gentleman who in the courts of his country had personal charges of bribery and corruption and debauching his constituency brought against him, who had to admit that he spent from $14,000 to $16,000 in the elections; is that the gentleman of whom the Court of Appeal of the country said that if the judge in the first instance had only reported him for personal bribery there was enough evidence to disqualify him and that they would have disqualified him? This is the gentleman who gets up in this House and accuses me of crimes, on which I will say something hereafter, and on which I will say something now, in so far as they affect this question. That is the man who gets up in this House and accuses me of the atrocious crimes which have been heralded from one end of the country to the other. That is the same man who speaks of the Liberal party of this country as the pure party of the country, who have an immense following in this House of nearly 90 members, and in their name he tenders to the moral leader of the Opposition the support of the moral and well-behaving people of Canada! I have no innuendo to make against the leader of the Opposition in this House. I know nothing of his character either moral or otherwise; but the idea of the member for West Huron (Mr. Cameron) getting up in this House and tendering him the moral support of the country is something astonishing. What crime have I been guilty of? Of no crime that I know of have I ever been guilty. I know the inuendoes and the insinuations which have been spread broadcast from one end of the country to the other, and from my place in Parliament now I deny them. They are as false as the parties who make them; they are as false as the parties who give them circulation. Is there any manliness or honor left in the slanderers? Is there any manliness or sense of decency left in the individual who will charge a number of innocent ladies, many of them supporting perhaps a sister or a mother, who have no other means of support than working in my department? I do not know most of them; I never had any conversation with them; and with none of them have I ever passed an unchaste word. Are they to be charged for the purpose of making political capital against the Postmaster-General of this country? I defy the men who make these vile charges. I have been accustomed to accusations of that kind from my boyhood upwards. I am able to take my own part in this House or anywhere else; but it is a satisfaction to those men that poor, innocent, guiltless ladies throughout the country should have charges hurled against them, in which there is not a word of truth? Talk about honor; if these slanderers have no honor, at least humanity should be in the breasts of some of them. I wish to say nothing more upon that question further than to again give it a most indignant denial, and to all the statements which these men have made to that effect, here from my place in this House of Commons I state that they are utterly false and incapable of proof. I have trespassed on your time and on the time of the House, Mr. Speaker, but I have felt it necessary that I should make this reply. I have made no personal or private attack on the hon. gentleman who is opposed to me. I have known him from his boyhood upwards. If I know anything about his character privately I am above making any accusation against him. I shall not take advantage of anything against him, nor shall I descend to any such tactics here. It would neither benefit me nor injure me. He may make those charges against me if it so suits him, and I shall suffer as well as I can; but I shall not revenge myself by making any charge against him, or making any accusation against him; and he should remember that perhaps I feel these slanders as keenly as he would if the same statements were made about himself.

Soon after Mr. Haggart concluded his speech, which was received with loud applause, a division was taken on Sir Richard's amendment which was defeated by a majority of 22, the figures standing 81 for and 103 against. By this time it was four o'clock in the morning, and the House adjourned, the Conservatives singing "God Save the Queen."

It may be of interest to the readers of THE EXAMINER to know that the last piece of official business transacted by Sir John Macdonald was to direct that leave of absence should be granted to Hon. Benjamin Davies, Paymaster P. E. I. Railway, for a period of three months, and that in case Mr. Davies' health was not perfectly restored after that rest, he should have an additional three months leave. Application had been made for six months leave, and Sir John had been thinking it over, not seeing his way quite clear to comply with the request. At last he decided as I have related and, calling Mr. Pope, his secretary, to his bedside, he delivered him these instructions. This occurred about four hours before Sir John lost consciousness and I have it from Mr. Pope himself, that this was his last official direction. W. C. D.

Out in the Gale.

EXPERIENCE OF THE FASTNET—OIL ON THE TROUBLED WATERS.

The steamer Fastnet, Captain Crews, arrived here from Halifax shortly before eleven o'clock this morning, bringing a general cargo and one passenger—John McLeod. The Fastnet was out in the terrific gale of Monday night last. She left Halifax at half-past six o'clock on the evening of that day. There was a good deal of fog, rain was falling, and there was a light wind from the south-west. Some time after leaving port the wind stiffened up, and by half-past ten a regular gale was on. Captain Crews, finding the ship making heavy weather, hauled to the southeast, set the main topsail and called all hands on deck. Almost before the topsail was set it was blown to pieces. To make matters worse the deck-load of oil and tar broke loose and began to smash up. The casks of oil rolled about the ship's deck at a lively rate, and the mescellaneus cargo in the hold was also tossed about considerable. The oil casks were subsequently broken to save the ship, and the oil was kept running. By half-past twelve the back bone of the storm was broken and the wind had veered round to the north-west. By about half past four, the fore topsail was set, the ship being kept off east by north. Land was made about six o'clock, which proved to be White Islands; thence the steamer proceeded to Canso, arriving at seven o'clock in the evening. The steamer bore up well, notwithstanding the fury of the storm, not sustaining any damage. Captain Crews is well pleased with the manner in which she behaved during the ordeal.

DIED.

At Battery Point, East Biver, on the 9th inst., after an illness of nine months, which she bore with christian resignation to the divine will, Mary, beloved wife of Francis McNally, aged 65 years. May she rest in peace.

(Other papers please copy.)

On Sept. 9th, Jane A. Johnston, the beloved wife of Henry Clark, aged 24 years.—May her soul rest in peace.

Piano, Organ, Singing.

MR. S. N. EARLE, Organist and Choirmaster of the First Methodist Church, Choir Instructor in St. James' and Zion Churches, and also Musical Instructor in Miss Russell's School, desiring to give special attention to the above, can receive but a limited number of pupils. Immediate application should at once be made to him by anyone desiring tuition, as he is anxious to begin lessons on MONDAY, September 14th.

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TRADE SALE, BY AUCTION.

I WILL sell by Auction, at my Sales Room, on SATURDAY MORNING, September 12th, at 11 o'clock:—

10 puncheons Molasses,
25 barrels Oatmeal,
10 " Rolled Oats,
100 bags Bran and Shorts,
5 boxes Cheese,
1 case Washing Compound,
1 " Diamond Dyes,
1 " Sabin's Shoe Dressing,
6 boxes Pipes,
8 boxes and half chests Tea.

R. BEAIRSTO, Auctioneer.

sept9

For St. John's, Newfoundland.

THE S. S. "COBAN," for St. John's, Newfoundland, will be due at Charlottetown on MONDAY MORNING, the 14th inst., and will carry Cattle and Sheep on deck.

For Freight or Passage apply to

PEAKE BROS. & CO., Agents.

sept9—3i

S. S. WILLIAM.

New York to Charlottetown.

THE STEAMER WILLIAM will sail from New York for this port about

Thursday, 17th Instant,

and will carry goods at current rates.

Apply in New York to J. W. Parker & Co., 68 New Street, or here to

R. McMILLAN.

sept9—dy & wy 4i guar

ANOTHER OPPORTUNITY

To Secure Some Rare Bargains.

We have secured One Case of sample WOOL KNIT SHAWLS—German make—which we shall offer for a short time at VERY MUCH below their value. A few of them slightly soiled will be sold for half price.

STILL ANOTHER.

We are now offering the balance of our SPRING SACQUES, DOLMANS, CAPES and FICHUS at prices reduced sufficiently to please the shrewdest buyer.

As we are anxious to completely close out these lines to make room for our immense Fall Stock, we shall not allow price to interfere with sales.

BEER BROS.

C. LEWIS, PHOTOGRAPHER.

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HAVING retained the services of MR. G. R. TURNER, for many years operator in the best Galleries on both sides of the Atlantic, also with Mr. Notman, Photographer to the Queen and Royal Family, we are prepared to do extra good work. Parties wishing first-class work, and being good judges of same, should call at our Studio, where every satisfaction will be guaranteed.

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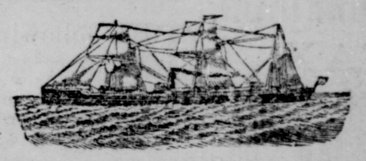
Charlottetown, Sept. 10, 1891—dy 1i wy 3m



W. W. Clarke's Steamship Agencies.

—(o)—

S.S. FASTNET,

E. N. Crewes, Commander,

WILL sail for Halifax every THURSDAY AFTERNOON, at 4 o'clock, calling at the following ports:—

Souris, Port Hastings, Port Hawkesbury, Arichat & Canso.

Returning, will leave Halifax every MONDAY EVENING, at 6 o'clock, making the same calls.

FURNESS LINE,

—BETWEEN—

London and Halifax.

FROM LONDON.

S. S. HISTORIAN .....September 16th
" DAMARA.....October 1st
" OTTAWA..... " 15th

FOR LONDON.

S. S. OTTAWA .....September 19th
" HISTORIAN .....October 10th
" DAMARA..... " 10th
" OTTAWA.....November 7th

The above steamers have first-class accommodation for pasengers, with saloon amid ships, carry a stewardess and do not carry cattle.

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September 9, 1891—1w dy then eod

HALIFAX TO DEMERARA

—VIA—

Intermediate Ports.

IT is intended to sail the S. S. TAYMOUTH CASTLE for the above ports on THURSDAY, September 24, calling at Bermuda, St. Thomas, St. Kitt's, Antigua, Guadaloupe, Dominica, Martinique, St. Lucia, Barbadoes and Trinidad. Returning via same ports.

S. S. ALPHA,

NEIL HALL, COMMANDER,

WILL SAIL FOR

Bermuda, Turk's Island and Jamaica

The 15th of Every Month.

S. S. BETA,

A. N. SMITH, COMMANDER,

Will Sail for Havana the 1st of Every Month.

Charlottetown to Pugwash.

THE S. S. MAYFLOWER is intended to make daily trips between above ports until the end of September.

Due notice will be given later on.

Freight solicited and carried at lowest rates.

W. W. CLARKE, Agent at Ch'town, P. E. I.

AUCTION SALE. FURNITURE.

I AM instructed by the Executors of the Estate of the late Mrs. Costello to sell by Auction, at my Sales Room,

On Friday Next, Sept. 11th,

AT 2 O'CLOCK, P. M.,

All her Household Effects, comprising Parlor, Dining Room, Hall, Bedroom and Kitchen Furniture.

Also, at the same time:—1 Truck Wagon, 1 Horse.

R. BEAIRSTO, Auctioneer.

sep'8—pat

MY OWN HOUSEHOLD.

2 1-2	Ounce	Packets,	- - 5 cents.
5	"	"	- - 10 "
10	"	"	- - 20 "

"WOODILL'S GERMAN BAKING POWDER has been employed in my own household for many years.

"GEORGE LAWSON, PH. D., LL. D., Fellow of the Institute of Chemistry of Great Britain and Ireland." sept5

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APPOINTED SAILINGS:

Steamer.	From Liverpool.	From Montreal.	From Quebec.
Sarnia	Aug. 14	Sept. 2	
Labrador	" 20	" 9	
Oregon	" 28	" 16	
Toronto	Sept. 4	" 23	
Vancouver	" 10	" 26	Sept. 27
Sarnia	" 18	Oct. 7	
Labrador	" 24	" 14	
Oregon	Oct. 2	" 21	
Toronto	" 9	" 28	
Vancouver	" 15	" 31	Nov. 1
Sarnia	" 23	Nov. 11	
Labrador	" 29	" 18	

RATES OF PASSAGE:—Cabin, $45, $50, $60 and upwards, according to accommodation. Return—$85, $90, $110 and upwards. Intermediate, $30; steerage, $20.

The VANCOUVER and LABRADOR are the fastest and most elaborate and commodious Passenger Ships on the route.

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