THE DAILY EXAMINER.

MARCH 10, 1879.

The New Government.

THE new Government will probably be announced to-morrow evening. The House of Assembly will meet at 7 o'clock this evening—and adjourn.

The Local Issues.

GOVERNMENTS may come and governments may go; but our "much loved Isle" shall stand forever. It is with this feeling that we approach the consideration of the questions soon to be decided by the electors. These questions affect the independence, the prosperity, and the happiness of the Province throughout all generations. If we continue in the course we have been pursuing, we must inevitably, sooner or later, be forced into a union with Nova Scotia and New Brunswick upon terms which they shall dictate. Heavily taxed to maintain an abnormally large Government, Legislature, and Civil Service, we cannot expect contentment to reign among the people—and, when there is not contentment, prosperity and happiness cannot exist. There must, then, be a general retrenchment, consolidation and reform, before we can expect a bright future for our "Island Home."

The issue soon to be submitted to the people involves, in our opinion—

The abolition of the Legislative Council.

The ultimate curtailment of the House of Assembly.

The Consolidation of the Civil Service.

The amendment of the Registration and Ballot Act, with the view of rendering its working less expensive and its provisions more easily complied with.

The amendment of the Education Act, in order that—without interfering with the non-sectarian principle established — its machinery may be rendered less cumbrous and less expensive, and that teachers may have their positions improved.

The amalgamation of the Prince of Wales College and the Normal School.

The amendment of the Roads and Bridges Act.

The repeal of the Assessment Act.

The abolition of Imprisonment for Debt —except in cases where intentional fraud is proven.

Before considering these propositions in detail, we consider it advisable to remove some misconceptions.

It is hardly necessary to defend the act of the four gentlemen who, in August last, withdrew from the Government. Their "resignation" was the most popular act they could possibly have performed; and the people will long continue to esteem them for it. In our opinion they should never have picked Mr. Davies out of the ditch in which, but for them, he must have lain for many years; and they should certainly never have placed one who glories in being "a Radical" in the honorable and responsible position of Leader of the Government. There is, however, this to be said in palliation of their offence: they were influenced by conscientious motives, and it was undoubtedly important that the school difficulty should, in one way or the other, be removed. But when they sent in their resignations the school difficulty was removed as completely as it could be if they remained in the Government twenty years. This being the case, they had undoubtedly a right to withdraw if they chose, when they chose, and to assign any or no reason just as they chose.

They have, however, chosen to give reasons—and these reasons their late colleagues—the men whom they raised to place and power—characterize as "childish." Mr. Davies said they were "childish." Mr. Stewart said they were "childish." Mr. Lea said they were "childish." Nearly every one of the little motley band remaining to support the late Government joined in the dying chorus: "The reasons are childish." We propose to stop this rant by reference to the opinions of men whom Mr. Davies and his friends consider anything but children. The Hon. Alex. McKenzie says:—

"It has been frequently asserted that there is a close connection between this (Sir John's) Government and the Government of the local Legislatures. *It is desirable that there should be no connection whatever between the Central and Local Governments*, and I feel it to be my duty to bring this PRINCIPLE before the House."

The Hon. Edward Blake says:—

"The position of the Reform party in regard to the Federal Government is, that they argue against alliances as well as against hostility. Their position is this: That the Local Government should be perfectly independent of the Central Government, and should neither be *entangled by alliance* or embarrassed by hostility. The independence of each of the Provinces is necessary for the working of the federal system."

The seceding Conservatives give, as one principle reason why they left the Government, the notorious fact that the Local Premier and the Commissioner of Public Works were allied with the Dominion Premier and his Government, and were actively engaged in promoting the interests of the Grit Party in Dominion Elections. If this is a "childish" reason, then Mr. Blake and Mr. McKenzie are both "children." But Mr. Davies thinks Mr. Blake and Mr. McKenzie strong men holding correct opinions; and they have said that there should be no such intermeddling as that which went on between Mr. Davies, the Local Premier, and Mr. McKenzie, the Dominion Premier; and, therefore, the reason given by the seceding members is strong and sufficient.

The most "childish" statement we heard throughout the late debate was that the Local Premier went into the Dominion elections as a "private citizen." What we, and what Edward Blake and Alexander McKenzie, maintain is that the influence in matters political obtained by a member of the Local Government should not be exerted in Dominion politics; and, while Mr Davies and Mr. Stewart held their late offices, it was simply impossible to divest themselves for a moment of that influence. Mr. Davies must have been "*playing*" with the House and the country when he made the truly childish statement that the Local Premier took part in the late Dominion election as "a private citizen."

But Mr. Davies wishes it to appear that Mr. DeBlois wished to prevent the Local Premier from dropping his ballot into the box for the Dominion candidate of his choice. Nothing of the kind. Mr. DeBlois wished only that Mr. Davies should restrain his ardor for the fight and keep within those bounds which the principles of the Constitution mark out for the action of members of the Local Government.

Island Lighthouses.

IN the Island there are twenty-two light stations under the supervision of the agency; fifteen lighthouses, three of them having range towers; five range lights and two single lights, making the total number of lights to amount to thirty. The number of light-keepers at the present time is twenty-two.

The expenditure during 1878 in connection with the maintenance of lights and lighthouses in the Island amounted to $16,386.66.

North Cape (revolving Light).—The agent in the Island reports having been informed by the Department that Mr. Lewis McDonald, the previous keeper, has resigned, and that Mr. Peter K. Perry was appointed in his place, on the 20th of June I proceeded to North Cape, and found the lighthouse and light apparatus in a most dilapidated state. I immediately got a carpenter to work, and sent a plumber from Charlottetown, who repaired the lamps and put the machinery in good working order for the present. New lamps and burners will have to be furnished said lighthouse shortly. Several cogs are broken out of one of the wheels, which will have to be repaired when navigation closes. I visited this Station again on the 25th July, and found the lights in fair order.

West Point (revolving white and red)—This station is situated on the beach, which I visited on the 23rd of July. The lighthouse is a large square tower, with dwelling attached, put in operation May, 1876. It is furnished with eight powerful reflectors, making a full revolution every three minutes, shewing a red flash every minute and a half. Mr. William McDonald, the keeper, is very attentive, and I must say that the clean and comfortable state in which I found the whole premises was a credit. The light apparatus appeared in as good order as when first put in operation.

Summerside (fixed white.)—This Station is on the railway wharf; a very neat tower is constructed on the north end of a new freight house. The light was put in operation on the 22nd of October, 1877. Mr. Patrick McVeigh is keeper; the light is highly spoken of as being good and well kept.

Sea Cow Head (fixed white)—I visited this Station on the 27th July, and found the keeper, Mr. Peter Ranaghan, at his post. The ligthouse was clean and in good repair. The illuminating apparatus consists of five of Silber's patent lamps and burners, with deep reflectors, which were also satisfactory. A cottage is much required at this station. The keeper lives in the lighttower, which is very uncomfortable, and I trust the Department will consider the necessity of having a cottage built next summer, the cost of which will be placed in the Estimates.

Crapaud or Victoria (fixed white.)—This Station has but one light, hoisted on a mast, which I visited on the 25th of May, by order of the Department, to ascertain the height and position of range towers, plans and specifications of which are daily expected from the Engineer's Office at Ottawa.

Block House (fixed white) "red range seaward."—This is a most important light, being at the entrance of Charlottetown Harbor, and a Signal Station, which is visited by hundreds of pleasure seekers during the summer. The lighthouse is always clean and neat, and the lights in the best of order. Mr. Archibald McLaine is keeper at this station.

Point Prim (fixed white.)—I visited this Station on the 13th August; found the keeper, Mr. Michael McLeod, busy securing the stores for the ensuing year. The lights were in good order. I stated in my last Report that the lighthouse would soon require repairs, also a new lantern and light apparatus, as the old cast-iron sashes which formed the lantern were almost useless. I found on my recent visit that the above repairs are most necessary, cost of which will be placed in the Estimates.

Wood Island (fixed white, dioptric.)—This is a large new building, square tower, with dwelling attached. I called at this Station on the 14th of August. The premises were in good order, and the lights most satisfactory. Mr. James McMillan is keeper.

Little Sands (fixed red.)—This light was granted by the Department for the benefit of fishermen, and placed in the end of a building which is near the bank, on the farm of Mr. D. Munn, who has charge of the light. I called at this Station on the 15th of August. I find that the light has become most important, being the only red light on the north side of the Strait; when mariners sight it they immediately know their position.

Murray Harbor (two fixed white beacons.)—On hearing of the inefficiency of the outer beacon light, I visited this Station on the 16th of August, and supplied a new lantern, which gives satisfaction. Since the date above mentioned the Department at Ottawa have forwarded plans and specification of range towers to be erected in place of the old beacons, which appear well adapted for the Harbor.

Panmure Island (fixed white)—Mr. William McDonald is keeper at this Station, which I visited on the 27th of August; found the buildings in good repair, and the lights satisfactory.

St. Andrew's Point (fixed red, seaward; white towards harbor.)—I called at this Station on the 27th of August. This light consists of two mammoth flat wick lamps, with 19-inch reflectors, showing east and north, which I found very much neglected; talked with the keeper who promised that more attention would be paid to the lights in future

East Point (revolving white.)—A large sum has been expended for alterations and repairs at this station recently. A new lantern containing a revolving light of the most modern improvement has been placed on the lighthouse. It required considerable skill and labour to make the building sufficient to carry the weight. The light was put in operation on the 1st of June, which is most satisfactory. A cellar has been dug under the cottage; a stone wall built; the outside of all the buildings painted, and some gates made. The premises have been put in first-class order. Mr. A. K. Beaton is keeper at this Station.

St. Peter's (fixed white range.)—I visited this Station on the 13th of June, and furnished supplies, which I considered necessary to last until the new range towers are completed, which are now in progress. W. W. McGrath is keeper at this Station.

Tracadie (two fixed red.)—Mr. Michael Ready is keeper at this Station, which I visited several times this season by his request. I find that the towers require to be shifted to suit the range of the channel after a storm; the lights are kept in good order.

South Rustico (fixed White Range.)—This Station was added to the list of lights in 1875, and must be of great service to fishermen, as no accident, either to life or property, has occurred since, which were so frequent in past years.

North Rustico (fixed white; channel range in building, red.)—There is a very neat, new lighthouse at this Station, which is lighted with three flat-wick mammoth lamps, and one circular-burner with most powerful 20-inch reflectors. J. S. Pursey is keeper, who is very trustworthy; I always find the lights in good order.

New London (fixed white; channel range in building, red.)—Mr. George McKenzie is keeper at this Station, which I visited on the 5th of August; I found the lighthouse clean, and the light very satisfactory.

Malpeque Fish Island (fixed white, with range tower.)—This is a most important Station, being at the entrance of the best harbor of refuge on the north side of the Island, which I visited on the 6th of August. Mr. Angus J. McLellan is keeper, who is neither energetic nor careful; I must say that the lights were not satisfactory.

Little Channel (fixed white, with range tower.)—William Hardy is keeper at this Station, which I visited on the 26th of July. The lights which consist of two circular burners, with 20 inch reflectors, were in good order.

Cascumpec Sandy Island (fixed white; range tower, red.)—Mr. Asa McCabe, keeper. On my visit last fall I saw that it was necessary to protect the range tower from the action of the tide, which had nearly undermined it. When the ice made I had brush hauled and placed on the south-east side of the tower, for about one hundred yards; also heavy soil which would not blow away, placed around the lighthouse, at a cost of $38.35. I visited this station on the 22nd of July; found the premises in good order, and the light satisfactory.

Tignish (fixed white range.)—This Station was visited by me on the 25th July. The lights were most satisfactory. All parties who are engaged in the fishing business consider them of great benefit to the place.

Supplies.—One hundred and twelve casks of oil, containing 5,326 gallons, were consumed at the different Stations under this Agency, during the past year; and the Stations are being supplied with oil and all necessary requirements for the ensuing year.

Buoy Service.—The Agent reports: "I must say that the 50 spar buoys supplied to this Agency by the Department at Ottawa, in 1876, gives better satisfaction than anticipated, especially on the north side of the Island, where the rise and fall of the tide seldom exceeds three or four feet. The buoy service around the coast and harbors has been well attended to, and, from all I can hear, have been placed and are kept in their proper positions. There has been no increase in this service since my last report.

IN addition to his note on the first page, our correspondent "C." wishes us to note that James FitzSimmons, of Fort Augustus, died this year at the advanced age of 105, and his brother Henry is still in the flesh at 102—remarkable longevity.

THE story of a pirate ship having been seen off Cork harbor is explained by the correspondent of the London *Times*. The gunboat "Goshawk" has been for some time past engaged in protecting the fisheries at Blackrock, near Cork, and it is supposed that, in order to carry out their illegal practices, some fishermen circulated the rumour that a pirate vessel was off the harbour. The intelligence being conveyed to Llyod's, the gunboat was ordered out to look after this phantom depredator, with the result already known. In the meantime, the poachers, it is stated, made large hauls. About two years ago a similar hoax resulted in sending the "Goshawk" on a perilous trip to Vigo Bay, the fishermen in the harbor, as they did in this instance, considerably benefitting thereby.

Monseigneur Langemieux, Archbishop of Reims, France, has obtained authority from Pope Leo the Thirteenth to commence the preliminaries for the canonization of Urban the Second, the distinguished Pope, who preached the crusade in France. His Holiness was a Remois, having been born at Chatillon sur Marne, of the Seigneur of which he was the son.

YARN.

GOOD GREY YARN, only 40 cents per pound, at

H. COOMBS'.

March 10, 1879.—3in

Old Mine Sydney Coal.

VIA RAIL, from Georgetown. Orders left with MR. GEORGE COOMBS, Lord's Wharf, or with the Subscriber, will have prompt attention.

H. COOMBS.

March 10, 1879.—3i

FLOUR.

100 BBLS. SUPERIOR EXTRA "Camelia."
300 BBLS. EXTRA—Howland's Choice, St. John City, Queen's.
100 BBLS. FANCY—Oxford.
200 BBLS. SPRING EXTRA—Rose of Ontario, Delphi and Chettenham.
100 BBLS. CHOICE SUPERFINE—"Holland River."

FENTON T. NEWBERY & CO.

Ch'town, March 10, '79.—pat 4in

Merchants Marine Insurance Company

Of Prince Edward Island.

THE ANNUAL GENERAL MEETING of the Shareholders of the Company will be held at the Y. M. C. ASSOCIATION HALL, on

Wednesday, 12th March, next,

AT 3 O'CLOCK, P. M.,

for the Election of Directors for the ensuing year, and the transaction of other business.

FENTON T. NEWBERY,
March 10, '79.—2in Manager.

Brush. Brush. Brush.

CITY OF CHARLOTTETOWN,
MAYOR'S OFFICE,
7th March, 1879.

WANTED—BRUSH for Pownal Wharf. Apply to this Office, or to WILLIAM KOUGHAN, Esq,

W. B. MORRISON,
City Clerk.

[mar. 7—2i]

Spruce Boards,
No. 2 Clapboards,
No. 3 Clapboards,
SELLING VERY CHEAP.

F. S. HANFORD & CO.
Water street.

Ch'town, March 5, 1879.—3i wft

Marine Insurance Company

OF P. E. ISLAND.

THE Annual General Meeting of the Shareholders of this Company will be held in their Office, corner Great George and lower Water Street, on

Thursday, the 20th March,

AT ELEVEN O'CLOCK, A. M.,

for the election of Directors and the transaction of other business.

By order of the Board,

F. W. HALES, Sec'y.

March 4, 1879.

FLOUR!

200 bbls. "GREENHOLM,"
100 bbls. "CAMLACHIE,"
100 bbls. "NORVAL."

A consignment for sale at a bargain, for cash.

Wright & MacGowan,
Queen's Wharf.

February, 8, 1878—taw for 2m

FLOUR,
Cornmeal & Tea,
CHEAP FOR CASH,
—AT THE—
LONDON HOUSE.

Charlottetown, Feb. 18, 1879.

COAL!

100 Tons Round "ACADIA MINES," and a smaller lot of NUT, at our usual low prices.

Wright & MacGowan,
QUEEN'S WHARF

Ch'town, Feb. 8, 1879—taw for 2m

FISH.

100 Quintals Prime Codfish
CHEAP FOR CASH.

Wright & MacGowan,
Queen's Wharf.

February 8, 1878—taw for 2m

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.

LECTURE!

FOND REMINISCENCES.

THE VERY REV. DR. McDONALD will deliver a Lecture on Fond Reminiscences, before the St. Patrick's Total Abstinence Society, in St. Patrick's Hall, on

Wednesday Evening, 12th March.

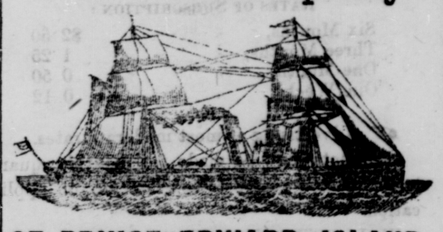
Music by St. Patrick's Brass Band.
Admission 10 cents. Doors open at 7; Lecture to commence at 8 o'clock.

RICHARD WALSH, Sec'y.

Ch'town, March 7, 1879—3i

1879. 1879.

Ocean Steamship Co'y



OF PRINCE EDWARD ISLAND.

SPRING TRIP.

THE FIRST-CLASS IRON SCREW STEAMSHIP

"PRINCE EDWARD,"

1,364 Tons Register, Classed 100 A1, which is the highest Class at Lloyds,

ROBERT FRASER, COMMANDER,

Will be on the Berth at Glasgow to receive Cargo

About the 15th March,

Leaving Glasgow for Liverpool about the 5th April, and will leave

Liverpool FOR Charlottetown

ON OR ABOUT THE 15TH APRIL,

Carrying freight at through rates from London, deliverable at Charlottetown, Pictou, Georgetown, Summerside, Souris and Shediac.

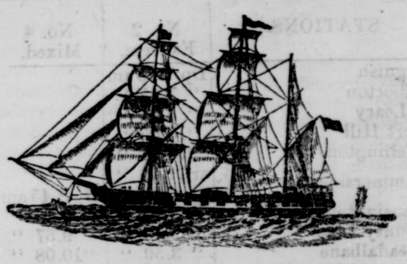
For freight, apply in London to JOHN PITCAIRN & SONS, 16 Great Winchester Street, E. C.; in Glasgow to JAMES KELSO, 134 St. Vincent Street; in Liverpool to PITCAIRN BROS., Brockley Buildings, 51 South John Street; in Pictou, N. S., to NOONAN & DAVIES; or here to

PEAKE BROS. & CO.,
MANAGERS.

Ch'town, Feb. 28, 1879.—6w 2aw

REGULAR TRADER.

From London to Charlottetown



P. E. ISLAND, DIRECT.

1879. SPRING TRIP. 1879.

The Well-known Clipper Barkentine

"Ethel Blanche,"

(NOW ON THE BERTH),

428 Tons Register, Coppered and Classed 9 years A1 at Lloyds,

CHARLES GOULD, COMMANDER,

Will Sail from London on or about the 5th April,

CARRYING FREIGHT AT THROUGH RATES TO

Pictou, Summerside and Georgetown.

This vessel was built expressly for the London trade, being thoroughly fitted out in every respect, with splendid accommodation for Passengers, and offers every inducement to Shippers.

Parties wishing to have their Goods delivered here early in the season will oblige by forwarding their orders in time, so as not to detain the Vessel.

For Freight or Passage, apply in London to JOHN PITCAIRN & SONS, 16 Great Winchester Street, E. C.; in Liverpool to PITCAIRN BROS., Brockley Buildings, 51 South John Street; or here to the owners,—

PEAKE BRO'S & CO.

Charlottetown, Feb. 28, 1879—4w 2aw

Wants, Lost, Found, &c.

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

WANTED—A SERVANT GIRL to do general housework. Apply at the EXAMINER OFFICE.
March 4, 1879.

TO LET—A Dwelling House, with six Rooms, on Great George Street. Apply to JOHN HIGGINS.
Feb. 24, 1879.

BOARDERS WANTED—Wanted, a few permanent BOARDERS at MRS. McEWEN'S, Great George Street.
Ch'town, Feb. 13—10i eod