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NEW SERIES.

CHARLOTTETOWN, P. E. ISLAND, MONDAY, MARCH 24, 1890.

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ALMANAC FOR MARCH, 1890.

MOON'S CHANGES.
Full Moon, 6th day, 2h., 35.1m., p. m., N. E. below horizon.
Last Quarter, 14th day, 0h., 52.1m., a. m., E. below horizon.
New Moon, 20th day, 4h., 48.5m., p. m., W. First Quarter, 28th day, 5h., 20.0m., a. m., S.

DAY OF WEEK	Sun	Sun	Moon	High	Day's
M	rises	sets	rises	water	len'th
1 Saturday	6 41	5 44	0 40	7 01	3
2 Sunday	41	45	1 37	7 57	6
3 Monday	38	46	2 37	8 45	8
4 Tuesday	37	47	3 41	9 28	10
5 Wednesday	35	48	4 46	10 6	12
6 Thursday	34	49	5 52	10 39	15
7 Friday	32	50	6 58	11 12	18
8 Saturday	30	51	8 5	11 45	21
9 Sunday	29	52	9 15	12 16	24
10 Monday	27	54	10 24	0 51	27
11 Tuesday	25	55	11 35	1 30	30
12 Wednesday	23	58	0 47	2 14	33
13 Thursday	22	58	0 47	3 9	36
14 Friday	20	59	1 51	4 18	39
15 Saturday	18	6	3 2	6 2	42
16 Sunday	16	2	3 57	7 28	45
17 Monday	13	2	4 43	8 34	50
18 Tuesday	11	5	5 20	9 26	54
19 Wednesday	9	6	5 52	10 11	57
20 Thursday	8	8	6 18	10 49	61
21 Friday	6	9	6 43	11 26	3
22 Saturday	3	10	7 6	morn	7
23 Sunday	2	11	7 3	0	1
24 Monday	0	13	7 56	0 37	12
25 Tuesday	5	14	8 24	1 14	15
26 Wednesday	5	15	9 2	1 56	18
27 Thursday	5	16	9 42	2 42	21
28 Friday	5	18	10 30	3 41	25
29 Saturday	5	19	11 12	4 53	28
30 Sunday	4	20	12 24	6 10	31
31 Monday	5	45	21	1 27	12 34

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THE ENGLISH PEOPLE FOR
OVER 120 YEARS, IS

Cockle's
Pills
COMPOUND
ANTIBILIOUS
These Pills consist of a careful and peculiar admixture of the best and mildest vegetable aperients and the pure extract of Flowers of Chamomile. They will be found a most efficacious remedy for derangements of the digestive organs, and for obstructions and torpid action of the liver and bowels which produce indigestion and the several varieties of bilious and liver complaints. Sold by all Chemists.

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MONTREAL.

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1500 BUSHELS OF TURK'S ISLAND
SALT, in Store.
For sale by
PEAKE BROS. & CO.
meh15—tf

TEA AND FANCY SALE.

THE Ladies of St. James' Church will hold
their annual TEA AND FANCY SALE

IN ST. JAMES' HALL,
—ON—
Thursday, April 10.

March 7—Zaw put

Read this Column

J. B. MACDONALD,
QUEEN STREET,

HAS RECEIVED THE GREATER PORTION OF HIS
NEW SPRING STOCK

Men's Clothing,

Specially made for his order, and guaranteed to fit and wear as well as any Custom-Made Clothing, and 25 per cent. cheaper.

Dress Goods.

A fine stock of LADIES' DRESS GOODS at any price you can name. We are selling Dress Goods very cheap this Month, and would ask you in your own interest to look at the goods before you buy. REMNANTS selling off at your own price.

EMBROIDERY.

About Fifty Pieces of Embroidery selling off at half price. You cannot resist buying these goods when you see them.

Carpets! Carpets!

NEW CARPETS ex S. S. "Stanley," direct from England, in BRUSSELS, TAPESTRY and HEMPS, newest patterns.

Lace Curtains, in Cream and White, very cheap.

CORSETS! CORSETS!—Large Stock, new last fall, price from 25 cents a pair up. New PRINTS, GINGHAMS and ZEPHYRS just opened.

JUST OPENED—12 Cases MEN'S NEW SPRING FELT HATS, Christy and other makers.

J. B. MACDONALD,
Ch'town, March 3, 1890—eod&wky QUEEN STREET.

LONDON HOUSE!

NEW SPRING GOODS
JUST OPENED.

New Embroiderys
New Embroiderys,
New Prints,
New Prints,
New Shirtings,
New Shirtings,
New Gingham,
New Gingham,
New Sheetings,
New Sheetings,
New Pillow Cottons,
New Pillow Cottons,
New Tweeds,
New Tweeds,
New Worsteds,
New Worsteds,

HARRIS & STEWART,

Charlottetown, Feb. 12, 1890—

A BONANZA

—FOR—
Bargain Hunters
—AT THE—

STAR TAILORING ESTABLISHMENT.

—[X]—

We offer for the balance of February, a SPECIAL LOT OF STAPLE FWEEDS at Cost, over the counter or made up as you wish. Genuine Bargains Genuine Goods! Call and be convinced, as we mean what we say.

McLEOD & MCKENZIE.
Charlottetown, Feb. 17, 1890.

IMPERIAL FEDERATION.

Speech by Hon. Senator
Howlan.

The Charge of Unfriendliness
Repudiated and Disproved.

WONDERFUL LATTER-DAY
IMPROVEMENTS.

THE TENDENCY OF THE AGE.

[From the Senate Hansard.]

Hon. Mr. Howlan—Yesterday we had placed before this House the question of our heritage here in Canada, and to-day we are seeking to get representation in the Imperial Parliament. I do not rise so much to discuss that particular point, but one that has incidentally cropped out in this debate, and that was brought out more prominently in a previous debate in this House. Three years ago I happened to be a silent listener in the gallery in the House of Congress at Washington when I heard these same statements, and subsequently heard them repeated in this Senate. The impression attempted to be left on the minds of the House to-day by the hon. gentlemen opposite is that we have by some act of ours—some act of omission or commission, or unkindness, or unfriendliness, brought about feelings of unpleasantness with the country to the south of us. Now, that is not the fact. There is nothing further from the fact; and while I was compelled by circumstances at Washington to sit a silent listener, and while I was compelled to sit here a silent listener, as a supporter of the Government, whose desire was not to have anything said in parliament at the time that might tend to interfere with negotiations that were pending, I cannot allow this opportunity to pass without repudiating the charge that we have been harsh and unfriendly in our treatment of American fishermen. I will refer for a few moments to the incidents attending the making of the treaty of 1818. It will be remembered by those who have read the history of events from 1771 to 1776, that there arose unpleasantness between the English colonies in the United States and the mother country which led to their independence. It has no doubt occurred to every student of history that there were at that time, in the English Parliament, men who held strong opinions that the colonies were not properly treated, while others held that the revolt in the American colonies was merely an ebullition of temper, and that in a short time they would come back to their old allegiance. Prominent amongst those men who considered the colonies were treated unfairly, was Edmund Burke, and it will be remembered that on several occasions, in his addresses to his constituents at Bristol, how distinctly and how vigorously he pleaded for the rights of the colonies at that time. Previous to the period when the United States ceased to be English colonies, their fishermen had access to the fisheries in the Maritime Provinces. They knew all the ins and outs of the fisheries; they knew the haunts of the fish of Canada; they were experts on that coast then as they are experts to-day as fishermen. After the Declaration of Independence, down to the year we made the treaty with them, we permitted them as friends and neighbors to pursue their vocations as fishermen around the shores and bays of the Maritime Provinces. In 1818, when we sat down to discuss this question with a view to a treaty, the United States was asked to make a statement through its Minister what were the views that that country entertained with regard to our fisheries. I will recall one or two incidents, the details of which will be found by any gentleman who takes up Hannay's "Acadia." After the Declaration of Independence by the United States a great many loyal families came down to settle under the old flag in Nova Scotia and Newfoundland. Members of the same family under different flags and different constitutions were continually visiting each other, sometimes with friendly intentions and at other times a different nature. We find that on occasion, from Newburyport, Massachusetts, there came a number of men in a shallop, and landed at the head of the Bay of Fundy, came across into Bay Verte and there seized a schooner, took her into Pictou where the Scotch ship "Jane" of Dundee, was discharging goods for the merchants, and there took possession of the ship and took her over into Bay Verte, rifled her of her contents and held her until messengers were sent through the woods from Pictou to Halifax, when the British sloop of war "Boxer" recaptured her and took her into the harbor of Charlottetown. That was a sample of the goings on in those times. In some instances not only were our people molested in their rights on the fishing grounds, but their boats were destroyed, their nets were destroyed, and every outrage that could be suffered was committed on people who were unable to protect themselves in isolated places, so that it was necessary that some best of falling between the two countries at a whole at that time. There were fisheries all around the coasts of the New England colonies at that time, as good as ours in certain seasons in the year, but not so good as our deep-sea fisheries. It was necessary in those days, as it is now, for every nation to have training schools for their seamen, for without them no nation can have influence as a naval power, and a valid was therefore

set on the fisheries as a school from which to draw able seamen. It was with these views in men's minds that we were asked to sit down and prepare this treaty. At that particular time the Americans were asked to make a statement of their wants; and what was that statement? That they wanted access to our fisheries, merely to get wood and water. And why? Because at that time they had shore fisheries of their own as valuable as ours on their own coast. We gave them the privilege they asked for, and they were satisfied with it, and it went on satisfactorily to all parties until their mercantile marine and their fishing fleet so increased that they exhausted their own fisheries to such a degree that in 1853 the value of the fisheries controlled by the Americans was not 3 per cent. as compared with what it was a few years previous. If you go down into the Department of Fisheries here, and ask the Deputy Minister to show you the different devices that are in use for the destruction of the fisheries, hon. gentlemen would be surprised to see the variety. He will tell you also that the very same means are now being utilized by the Americans to destroy our fisheries that were years ago employed in the United States so successfully to destroy their own. In 1853 we discussed the question with them. They acknowledged that we had a virgin fishery, and to have access to that fishery they were willing to make a treaty, which was entered into and which lasted ten years, and which was greatly in their favor. Was that an act of unfriendliness on our part? Was that the act of a people disposed to be unfriendly or unneighborly? I say, no. I say that history does not prove anything of the kind. When we sat down, later on, in Halifax, to discuss the question there in 1876, what was the result? The Americans had some of the ablest men in the United States as their representatives, and an arbitrator was named who was looked upon as being so far removed from any entanglement between England and the United States that he could be depended upon for an honest verdict. What was the result of that arbitration? We got \$5,000,000. After they had exhausted, with all the experts, all the ingenuity, all the tact, and all the perseverance, and all the intelligence they could bring to bear, the whole of the department at Washington, including their shipmasters, fish merchants, and every witness from amongst the 50,000,000 of their population who could throw any light on this question in their favor, we were allowed five million dollars for our fisheries. After the expiration of the treaty we allowed them, under the *modus vivendi*, to have access to our fisheries until such time as the public men of the United States should be brought to see this thing in the way the arbitrators who had considered this question and seen it. Of the population of the United States, 600,000 are engaged in the fisheries, directly or indirectly, and when they made representation at Washington, though a small proportion of the people, Congress thought, as we would think if a proportion of our people came to Parliament and said that their rights are trampled on, our sympathies would go with them. We are told that our fisheries have no value for the people of the United States. Mr. answer to that is: if you take up the report published in January last by the Fisheries Bureau of the United States you will find that about one hundred fishermen of the Gloucester fleet have taken out licenses to fish in our waters, for which privilege they paid \$9,589.50, and I am astonished to hear any hon. gentleman say, in the face of such facts, that our fisheries are of no value to the Americans. I sat quietly in my seat when that statement was made before, but I vowed that the first opportunity I would have I would state my opinion on the question, and give my reasons for the faith that is in me. While holding these opinions, I am still with our Government in holding out the olive branch. With regard to the question before the House, I think we may be thankful to the hon. gentleman from the Northwest, who presented his case so clearly and distinctly before us. His speech, at all events, showed a great deal of thought and careful consideration, and I may say that, speaking of Canada, he is speaking of a country which we ourselves can have very little conception of by merely glancing at the map of it. A recent writer, referring to Canada, says:—

"It is difficult to afford an adequate conception of the vastness of this country. England, Wales and Scotland form together an area of 88,000 square miles you could cut forty such areas out of Canada."
"New South Wales contains 309,175 square miles, and is larger by 162 square miles than France, continental Italy and Sicily. Canada would make eleven countries the size of New South Wales."
"There are (in extent) three British Indias in Canada, and still enough left over to make a Queensland and a Victoria."
"The German Empire could be carved out of Canada, and fifteen more countries the same size."
We may feel proud of a country such as this, and proud of the position she occupies and her promise of a glorious future. In a few years many gentlemen who sit around these benches will be gone, but events are moving rapidly, and things that see a difficult at the present time will, in a few years, after we are gone, perhaps even in our time, be no longer difficult. There is no man in this chamber who will deny that within the last thirty or forty years in the lives of many of us, great strides have taken place with regard to facilities for transport both by land and by sea. Only a few years ago it was considered an impossibility to build a railway across this continent. We were told it was madness to undertake it, and that its completion would not be seen by the then Government or many Governments to come. But we have lived to see that railroad an accomplished fact, from the Atlantic to the Pacific, and we are proud of it. Every day we hear of railroads encroaching on the cities. Instead of having cities stagnating with-

out communication with each other, they are being encroached on for the accommodation of the rapidly growing traffic of the country. We are improving in our ship-building—from wood to iron, from iron to steel—and the day is not far distant when we shall have reached the discovery of some other material than steel with which to build ships, or we will be in the same position with our steel ships that were a few years ago when we had only wooden ships. As soon as that material is discovered which will have more buoyancy than wood and more tensile strength than steel we shall build ships, driven by electricity, that will cross the ocean in three or four days.

Some hon. gentlemen—Hear, hear.
Hon. Mr. Howlan—Hon. gentlemen may laugh. It is very easy to laugh. I have myself laughed in the same way a few years ago at statements that appeared to be incredible, and which are now everyday facts. I have in my hand a copy of the *Quarterly Review*, that was edited by as clever men and read by as wise men as those who laugh at my prophecy now. In 1819 a writer in the *Review* stated:—
"We cannot but laugh at an idea so impracticable as that of a good road of iron upon which travel may be conducted by steam. Can anything be more utterly absurd and laughable than a steam wagon propelled and moving twice as fast as our mail coaches."
So, again, with regard to the introduction of gas. Many anecdotes are told about William Murdoch, in connection with his discovery, towards the close of last century, of combustible air or gas. An English paper says:—
"So little was the invention understood and believed in by those who had not seen its use that even great and wise men laughed at the idea. 'How could there be a light without a wick?' said a member of Parliament, when the subject was before the House. Sir Humphrey ridiculed the idea of lighting towns by gas, and asked one of the proprietors if he meant to take the dome of St. Paul's for a gas meter. Sir Walter Scott made himself very merry over the idea of illuminating London by smoke though he was glad enough, not so long after, to make his own house at Abbotsford light and cheerful on wintry nights by the use of that very smoke. When the House of Commons was lighted by gas, the architect imagined that the gas ran on fire through the pipes and therefore insisted on their being placed several inches from the wall for fear of the building taking fire. The members might be observed touching the pipe with their gloved hands, and wondering why they did not feel warm. The first shop lighted in London by this new method was Mr. Ackerman's, in the Strand, in 1810, and one lady of rank was so delighted with the brilliancy of the gas lamp on the counter that she asked to be allowed to take it home in her carriage."

I ask, hon. gentlemen how long ago would they have believed it possible that any man could telephone a message from Montreal to Toronto? Then look at the progress of electricity. Supposing we had the material to build the ship that I speak of, with more buoyancy than wood and greater tensile strength than steel, and supposing you could harness electricity into it, is there any reason why such a ship should not be driven across the ocean in less than four days. Parliament is being asked even now to pass a bill to incorporate a company to build a railway from Quebec to Labrador. The incorporators may be looked upon as madmen, but they must be presumed to know what they are talking about, or they would not go to the expense of getting an Act of Parliament for their scheme. Unfortunately for this country, we have not got a committee of experts to examine into the feasibility of those schemes. Here, every man is supposed to be his own engineer, and examine for himself and draw his own conclusions. But supposing this scheme is a success, and we had a train running through the Straits of Belle Isle, it would bring the ocean passage very close to the four days, even with the vessels that we have at the present time. We have other capitalists looking for charters for railways from Manitoba and Lake Superior to Hudson Bay. I am proud to say that I am an advocate of Imperial Confederation, and I shall be glad to welcome the day when some practical plan is proposed to work out this great question.

Electric Gas Lighters.

NO unsightly wires, no attachments, no waste matches, no danger of fire, can be used by a child, no battery, always ready for use, convenient to handle, can be carried from jet to jet and used millions of times, and thus effect a saving in the end. Price \$5. For sale at Watson's Drug Store. meh19

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(AN EASTER CARD.)
BY THE REV. W. B. KING,
Rector of St. Luke's Cathedral, Halifax.

For sale at W. R. WATSON'S, Price 10 cents. Proceeds for Charity.
meh19

Rare Chance.

WHAT VALUABLE PROPERTY situate on the corner of Pownall and King Streets, known as the "Terrace House," is now in the market, and will be sold at a bargain. This property is so well known that further description is unnecessary. If not sold at private sale before the 1st day of May next, it will on that day be offered at Public Auction. For further particulars apply to the owner on the premises.
MRS. CATHERINE MCKENNA.
meh11—dy 1aw wky

FOR SALE.

WHITE RUSSIAN SEED WHEAT, a very successful yielder.
JOHN NEWSON.
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