

# The Daily Examiner.

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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, TUESDAY, MARCH 14, 1882.

VOL. 10.—NO. 94.

## THE DAILY EXAMINER

IS ISSUED EVERY EVENING,  
BY THE EXAMINER PUBLISHING COMPANY,  
FROM THEIR OFFICE, CORNER OF WATER  
AND GREAT GEORGE STREETS,  
Charlottetown, P. E. Island.

RATES OF SUBSCRIPTION:  
Six Months, . . . . . \$2 50  
Three Months, . . . . . 1 25  
One Month, . . . . . 0 50  
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ments, on application.

### ALMANAC FOR MARCH, 1882.

MOON'S CHANGES.  
Full Moon 4th day, 5h. 27m. p. m., S. E.  
Third Quarter 12th day, 5h. 15m., p. m., N.  
(below horizon.)  
New Moon 19th day, 5h. 5m. a. m., N. W.  
First Quarter, 26th day, 9h. 21m. a. m., E.

DAY OF WEEK	Sun rises	Moon sets	High water	Days len.
1 Wednesday	6 43	5 42	2 54	8 32
2 Thursday	41	43	3 55	9 13
3 Friday	49	45	4 56	9 49
4 Saturday	38	46	5 58	10 23
5 Sunday	36	47	6 59	10 53
6 Monday	34	49	7 59	11 24
7 Tuesday	32	50	8 59	11 55
8 Wednesday	30	52	9 59	12 26
9 Thursday	28	54	10 59	12 57
10 Friday	26	55	11 59	1 28
11 Saturday	24	56	12 59	2 00
12 Sunday	23	57	1 59	2 34
13 Monday	21	58	2 59	3 08
14 Tuesday	19	6	3 59	3 42
15 Wednesday	17	1	4 59	4 16
16 Thursday	15	3	5 59	4 50
17 Friday	13	4	6 59	5 24
18 Saturday	11	5	7 59	5 58
19 Sunday	9	7	8 59	6 32
20 Monday	7	8	9 59	7 06
21 Tuesday	5	9	10 59	7 40
22 Wednesday	3	11	11 59	8 14
23 Thursday	6	12	12 59	8 48
24 Friday	5	59	13 59	9 22
25 Saturday	5	57	14 59	9 56
26 Sunday	5	55	15 59	10 30
27 Monday	5	53	16 59	11 04
28 Tuesday	5	51	17 59	11 38
29 Wednesday	4	49	18 59	12 12
30 Thursday	4	47	19 59	12 46
31 Friday	5	46	20 59	13 20

### CARD.

**THE MISSES CURRIE**  
HAVE removed from the Rooms recently  
occupied by them above the Store of R.  
W. Tremaine, Esq., to the Store lately occu-  
pied by their late father, near cor. of Pownall  
and Grafton Streets, where they are still pre-  
pared to fill orders for Dress and Mantle-  
making. Mantles a speciality. [64 meod

### INSURANCE OFFICE.

**Queen Insurance Company,**  
OF ENGLAND.  
CAPITAL, TEN MILLION DOLLARS.

**City of London Fire Insurance Company,**  
CAPITAL, TEN MILLION DOLLARS.

Insurance effected on all kinds of property  
at current rates. Losses settled promptly  
and equitably.  
F. KENNEDY,  
General Agent,  
Office—South Side Queen Square,  
Ch'town, Feb. 3, 1882.

### W. C. BISHOP,

#### SHIPPING

**FORWARDING AGENT,**  
Marine Insurance Broker,

**General Commission Agent,**  
BEDFORD ROW.

P. O. BOX 1 . . . HALIFAX, N. S.  
PARTICULAR ATTENTION given to the  
Shipment of Lobsters and other Canned  
Goods, and collection of Custom drawbacks  
thereon.  
Hulls, Cargoes, and Freights insured in  
first-class offices at most favorable rates.  
Consignments of Produce solicited, and  
prompt returns guaranteed.  
Correspondence solicited and answered  
promptly.  
Nov. 14, 1881—1yr

**53 Queen Street.**

**SIGN OF THE**  
**Blue Flag.**

Extraordinary and Unprecedented Bargains  
IN BOOTS AND SHOES

The stock is good and seasonable, and the  
opportunity is a very rare one to secure really  
MARVELLOUS BARGAINS.  
P. E. Island Bank notes taken at their full  
value for goods.  
E. W. SMITH.  
Ch'town, Dec. 5, 1881—cod

## BRITISH WAREHOUSE, QUEEN SQUARE.

**W. & A. BROWN & CO.**

Keep in Every Department of their Establishment a full assortment of  
**STAPLE AND FANCY DRY GOODS,**  
of superior quality and texture, which cannot be surpassed either for price or quality,  
as they import direct from the best British and Foreign markets.

INSPECT THEIR STOCK IF YOU WANT GOOD VALUE FOR YOUR MONEY.

### AT COST!

**Readymade Clothing, Tweeds and Heavy Cloths,**  
AS I WANT TO CLOSE OUT MY STOCK IN THIS LINE.

**Some Expensive Ladies' Cloth Mantles and Dolmans, and  
Fur Lined Cloaks, Sealettes and Colored Dress Goods.**

**AT A LARGE REDUCTION.**  
JUST OPENED AND MARKED LOW,

**A Select Assortment of Flowers, Feathers, Velveteens, Ladies' Sacques, &c., &c.**  
**R. W. TREMAINE,**  
83 QUEEN STREET

Nov. 1, 1881.

### SELLING OFF

**W. A. HUTCHESON'S.**

I shall Sell off my Stock of Groceries at  
**COST.**

Parties wishing to get their **GROCERIES** Cheap should call at once and leave their orders.  
GOOD TEA, 25, 30 and 33 cents; CRACKERS, 4 to 14 cents; MOLASSES, 47 cents;  
RAISINS, 10 cents; CURRANTS, 8 cents. SUGAR, 8 cents.

A large lot of CONFECTIONERY from 15 to 20 cents; lot CHRISTMAS GOODS, very  
cheap; and sundry other articles too numerous to mention—all at cost for Cash only.

**W. A. HUTCHESON,**  
109 UPPER QUEEN STREET

### CHARLOTTETOWN BUSINESS COLLEGE,

(ESTABLISHED 1873.)  
Welsh and Owen's Brick Building, Corner of  
King and Queen Streets, Char-  
lottetown, P. E. I.

**BEAGH & MILLER, - - Proprietors.**  
Designed to Educate Young Men  
for Business.

OUR SYSTEM is conducted on Actual  
Business and Scientific Principles, and  
embraces all subjects necessary for a thorough  
COMMERCIAL Education. Our facilities for  
teaching these are the most complete that have  
ever been devised. Theory and practice are  
combined, and the whole course rendered so  
interesting and practical that the dull student  
cannot fail to be largely benefited. The  
course of Study is short, practical, useful and  
reasonable; it is just what every MAN needs  
and will use, no matter what his calling or  
profession is to be.  
The youth commencing a business life with  
only industry and integrity as his capital, the  
clerk engaged during business hours, but  
desirous by evening study to repair the de-  
fects in his education, each have the advan-  
tage offered by our sessions occupying DAY  
AND EVENING. Morning Session, 9.30 to  
12, and 2 to 4 p. m. Evening Session, 7.30  
to 9.30.  
Diplomas granted to such as pass satisfac-  
tory examinations. Students may enter at  
any time. No entrance examination required.  
Business men and others are cordially invited  
to call and examine our system.

Teach your sons what they will practice  
when they become men.  
Full particulars concerning Terms, Tuition,  
Scholarships, &c., &c., on application to  
L. B. MILLER,  
Principal.  
Jan. 7, '81—eod.

**BANK OF P. E. ISLAND.**  
BANK OF P. E. ISLAND NOTES taken at  
their face for Goods or in payment of  
Bills, at  
BOREHAM'S BOOT STORE.  
Nov. 29—cf

**FARM WANTED.**  
WANTED TO PURCHASE, a Farm of  
from 200 to 500 acres of friable soil and  
porous subsoil, well watered, with good  
dwelling House and other necessary build-  
ings. Address, with full particulars to Mr.  
BIRD, Hamilton Lodge, Joppa, Edinburgh,  
Scotland. [75 18

For Scotch and English Tweeds or Worsted Suits  
For Canadian Tweed Suits,  
For Overcoats of all Descriptions,  
—GO TO—

### JOHN MACLEOD & CO'S,

#### UPPER QUEEN STREET,

TWO DOORS ABOVE APOTHECARIES HALL CORNER

There you will find the largest and best assortment of Cloths in the  
Island. Prices very moderate. The best workmanship and a perfect fit  
guaranteed.  
—ALSO—  
A complete line of Gents' Furnishings and Felt Hats, cheap, &c. &c.  
Remember the address, two doors above Apothecaries Hall Corner  
Charlottetown, Oct. 11, 1881.

## THE EXAMINER JOB PRINTING OFFICE

HAS LATELY BEEN REPLENISHED WITH  
A Large Supply of Printing Types and Material,  
OF THE LATEST INVENTION AND BEST DESCRIPTION,  
AND WE ARE NOW PREPARED,  
Under the Careful and Skillful Supervision of Mr. J. W. Mitchell,  
TO PRINT

**BILL HEADS, LETTER HEADS,  
BLANK CHEQUES, RECEIPTS,  
NOTES OF HAND, POSTERS,  
HAND BILLS, DODGERS, &c., &c.**  
On Short Notice, in Good Style, at Cheap Prices,

### Winter Communication Between the Island and the Mainland.

MR. BRECKEN'S SPEECH.

MR. BRECKEN moved for copies of all  
correspondence between the Government  
of Canada and any other parties having refer-  
ence to the improvement of the winter  
communication between the Province of  
Prince Edward Island and the mainland,  
with a view to keeping up daily steam com-  
munication for the conveyance of mails and  
passengers, as stipulated in the terms of  
Union. He said: In making this motion,  
I wish to call the attention of the hon.  
Minister of Railways and Canals to the  
very important bearing of this question to  
the inhabitants of Prince Edward Island,  
from which Province I have the honor to  
come. When we entered Confederation in  
1873, one of the terms agreed upon was

### CONTINUOUS COMMUNICATION,

winter and summer, with the Intercolonial  
Railway and the railway system of the  
Dominion. Now, it may, perhaps, be  
urged with some reason that it is impossible  
to literally fulfil that condition. Such has  
been our experience with the *Northern  
Light*, which has been locked up a mile or  
two from Pictou during four weeks, and  
since last Friday she has been knocking  
about the Straits, and has not yet suc-  
ceeded in reaching Prince Edward Island.  
But while we admit that during certain  
portions of the year, in Jan. and Feb., it is  
almost impossible to construct a boat that  
will keep up continuous communication  
with anything like regularity, still there  
are other matters that ought to be con-  
sidered, and there is a mode of communica-  
tion still open to us that might be very vastly  
improved. Now, Sir, after we went into  
the Union, and during the years 1874, 1875  
and 1876, they gave us a wooden boat  
called the "Albert." She was placed on  
the route between Pictou, Nova Scotia, and  
Georgetown, Prince Edward Island. But  
she was utterly incompetent to do the work,  
so much so that she was never entrusted  
even with the carriage of the mails. After  
that we were given the steamer "Northern  
Light," but the communication she gives  
us is so uncertain that we do not even send  
the mails by her. The most reliable mode  
of communication we still have is the old  
fashioned mode we have had for more than  
half a century—that between Cape Traverse  
in Prince Edward Island, and Cape Tor-  
mentine on the Mainland. Now this route,  
under the efficient and able management  
of the men who have charge of it, is tolerably  
secure, though the exposure and risk are  
very great. I venture to say there is not,  
in the most obscure corner of the Dominion,  
a more primitive mode of travelling than  
that we are compelled to adopt in Prince  
Edward Island. The nearest point in the  
Island Railway to Cape Traverse is eleven  
or twelve miles away. At the Cape you  
get into one of these canoes or boats, and  
then, going in a direct line of nine miles  
exposed in the open Gulf, you land at  
Cape Tormentine, and then you have to  
travel some thirty-six or forty miles before  
you reach the Intercolonial Railway. Now,  
Sir, I submit, with all respect to the hon.  
Minister who comprise the Government,  
that there is not a fulfillment of one of the  
terms upon which we entered into Con-  
federation. Doubtless the first consideration  
with us at that time was an anxiety to see  
these separate Provinces form one great  
Confederation, thereby strengthening the  
bonds that unite the Mother Country; but  
after that, one of the strongest inducements  
offered us to come into the Union was the  
promise of an

### EFFICIENT AND CONTINUOUS

winter communication. Now, Sir, when  
you look at the mode of travelling in  
most countries in these civilized times,  
you must be struck with the contrast  
which it offers to the mode of communica-  
tion to which we are confined—a mode so  
uncertain and offering so much exposure  
and hardship, that people only leave that  
island now from an imperious sense of  
duty, such as impel hon. gentlemen who  
represent that Island to come up to Ottawa  
to attend their parliamentary duties, or  
pressing business interests; but under no  
other circumstances will people consent to  
leave the Island. The hardships and ex-  
posure to which travellers are subjected are  
so great that none but those of the most  
robust constitutions will undertake the  
journey. I am not drawing upon my  
imagination; I have had three or four years  
experience of it, and I do not hesitate to  
say that, compared with the facilities and  
comforts afforded in more fortunate parts  
of the Dominion, the mode of travelling to  
which the people of Prince Edward Island  
are confined is not fit for an Indian; but I  
mean to say that that term of the Union  
has not been carried out so far as we are  
concerned. I think we should have, at  
least, Railway Communication between  
Cape Traverse and the Island Railway, and  
Cape Tormentine and the Intercolonial  
Railway. The service of the "Northern  
Light" we do not consider sufficient.

### NOT A MAN

on the Island, from the most obscure to the  
most intelligent, who believes that the  
terms of the contract have been carried out.  
It is most desirable that any feeling of  
dissatisfaction should be allayed as far as  
possible, and I do hope that some improve-  
ment will be made on the present tedious  
and unsafe mode of travelling. The matter  
is one of far greater importance to us than  
possibly can be realized by hon. gentlemen  
living on the mainland. We were told  
when we entered the Confederation that our  
insular position would not operate pre-  
judicially to us, and more—that whatever  
natural disadvantages we might labor  
under would, as far as possible, be  
removed. I think we have a strong claim  
founded on the terms of the contract on  
going into the Union, and founded on the  
principles of justice, for some such im-  
provement as I have suggested; and I hope  
the position we occupy will engage the  
serious attention, not only of the Govern-

ment, but of the members of this House.  
We are

### SPENDING MILLIONS

of money in other parts of the country in  
opening up means of communication, and  
we all recognize the fact that, if we wish to  
open up the country, we must have these  
means of communication. Some great his-  
torian—I think Macaulay—has said that if  
you wish to learn of a country's advance-  
ment, you need not look at its paintings,  
its sculpture or its poetry, but look at its  
roads—look at the facilities which it affords  
for men meeting together and exchanging  
thought and opinion with one another.  
His opinion is very true in this day, and  
in this country, for you can judge very  
safely of a country's advancement by the  
extent to which it enjoys these facilities.  
If you apply the rule to the main-  
land you must apply it to Prince Edward  
Island, and I would say that I think it  
will be a cloud, I would not say a blot,  
on the escutcheon of the hon. Minister of  
Railways, who has done so much in the  
way of opening up communication and  
affording facilities for travel on the main-  
land, if he makes the case of Prince Edward  
Island an exception to his general policy.  
He, himself, is from the Lower Provinces,  
his home is by the sea, and I hope he will  
see the necessity of doing something to help  
us in that matter. When the hon. mem-  
ber for Gaspé (Mr. Fortin) spoke this after-  
noon about voting by electricity, I thought  
he rather depreciated our means of com-  
munication, but I was happy to find out  
that I had misunderstood him, because I  
know that he is a gentleman of great ex-  
perience in these matters. I think there  
is no part of the Dominion which, at this  
moment, suffers greater natural disad-  
vantages than our little Island, and I hope  
the hon. Minister of Railways and his col-  
leagues will see the propriety of fulfilling  
the terms of the contract made with us  
at Confederation. In 1878, the Govern-  
ment, which was led by the honorable  
member for Lamton (Mr. Mackenzie)  
sent down an experienced engineer,  
Mr. McLeod, who made surveys,  
and in the Sessional Papers of the  
House will be found valuable information  
collected by him. He strongly recom-  
mends something in the same direction as I  
am now suggesting, and his recommen-  
dations have the greater weight because he  
is an engineer and a scientific man, and  
cannot be open to the suspicion of political  
bias.

### Irish National Land League.

The regular meeting of the Charlottetown  
Land League was held last evening in St.  
Patrick's Hall. M. P. Hogan, Esq., in the  
chair. There was a good attendance of  
members.

An acknowledgment of \$100, remitted by  
this Branch on the 23rd inst., was read  
from Rev. L. Walsh, Central Treasurer,  
I. N. L. L., United States.

A circular was read from the Central  
League in the United States announcing  
the call of a Convention of the League,  
to be held in Washington 12th April.

Hon. Simon Dolger, M. L. C., being  
present, was called on. He said it was  
indeed a matter for congratulation at the  
great measure of success which has at-  
tended the efforts of the friends and sym-  
patizers of Ireland in this Province. He  
was proud to see that that spirit of love  
for the old land which now moved the  
hearts of every true son and daughter of  
Ireland—of those at home and of those  
scattered the world over—was as warm and  
true in our midst as that which animated  
the efforts of the most patriotic of Ireland's  
children elsewhere.

Other gentlemen followed, who exhibited  
the dark record of Irish landlordism, and  
pointed out the social ruin it effected in a  
country whose people might otherwise be  
the most prosperous and happy of any  
nation.

The President having announced the  
gentleman who would address our next  
meeting, a motion of adjournment was  
carried.

RICHARD WALSH,  
Secretary.  
March 14th, 1882.  
Meeting at Avondale.

On Thursday evening, the 9th inst., a  
regular meeting of the "Fanny Parnell  
Branch" of the Irish National Land League  
was held at Avondale School House.  
George O'Neill, Esq., President, occupied  
the chair. A large number were present,  
including several ladies.

The admission of new members and other  
routine business having been gone through  
with, the President called upon Mr.  
Richard Walsh, Secretary of Charlottetown  
Branch of Land League, who was present  
by invitation. He addressed the meeting  
at considerable length, and dwelt on the  
formation of the Land League in Ireland,  
and the progress it has made in relieving  
the distress and suffering of the Irish  
people. He showed clearly that the Land  
League is an organization which should be  
supported by every man who loved liberty  
for its own sake, and for the sake of his  
fellow-man.

Stirring and interesting speeches were  
made by Messrs. A. O'Keefe, M. J. Curran,  
and M. F. Koughan.

The President, during the evening, gave  
two splendid recitations, which were highly  
appreciated. Towards the close he briefly  
addressed the meeting, giving some remin-  
iscences of his early life in Ireland, and  
the sufferings endured by those living under  
the iniquitous landlord system. His ad-  
dress was a practical endorsement of the  
policy pursued by the imprisoned leaders  
of the Irish people, and showed conclusively  
that he has taken the trouble to keep  
himself posted on Irish affairs.

A hearty vote of thanks was then passed  
to Mr. Walsh, to which he suitably replied.  
The meeting then adjourned until Thurs-  
day, 16th inst.  
PETER O'KEEFE,  
Secretary.  
Avondale, March 10, 1882.