

THE EXAMINER.

VOL. 6.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, MONDAY, MAY 10, 1880.

NO. 144

THE DAILY EXAMINER

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

Prince Edward Island RAILWAY.

TIME TABLE NO. 13.
Winter Arrangement.

TO COME INTO FORCE
TUESDAY, December 2nd, 1879.

TRAINS GOING WEST.

STATIONS.	Nos. 1 & 3, Mixed.	No. 5, Mixed.
Georgetown	Dp 8.20 a. m.	
Cardigan	" 8.46 "	
Mt. St. John's	Ar 10.10 "	
Royalty Junction	Dp 10.15 "	
Charlottetown	Ar 11.50 a. m.	
Royalty Junction	Dp 8.00 a. m.	Dp 3.60 p. m.
North Wiltshire	" 8.22 "	" 3.23 "
Hunter River	" 9.14 "	" 4.15 "
Breadalbane	" 9.30 "	" 4.30 "
County Line	" 10.07 "	" 5.08 "
Kensington	" 10.17 "	" 5.19 "
Summerside	" 10.55 "	" 5.58 "
Wellington	Ar 11.30 a. m.	Ar 6.30 p. m.
Port Hill	Dp 1.30 p. m.	
O'Leary	" 2.19 "	
Alberton	" 3.00 "	
Tignish	" 4.17 "	
	" 5.17 "	
	" 6.10 "	

TRAINS GOING EAST.

STATIONS.	Nos. 2 and 4, Mixed.	No. 6, Mixed.
Tignish	Dp 6.30 a. m.	
Alberton	" 7.25 "	
O'Leary	" 8.25 "	
Port Hill	" 9.40 "	
Wellington	" 10.22 "	
Summerside	Ar 11.10 a. m.	
Kensington	Dp 2.30 p. m.	Dp 7.20 a. m.
County Line	" 3.05 "	" 8.05 "
Breadalbane	" 3.43 "	" 8.44 "
Hunter River	" 3.53 "	" 8.54 "
North Wiltshire	" 4.30 "	" 9.30 "
Royalty Junction	" 4.46 "	" 9.43 "
Charlottetown	" 5.37 "	" 10.38 "
Royalty Junction	Ar 6.00 p. m.	Ar 11.00 a. m.
Charlottetown	Dp 2.30 p. m.	
Royalty Junction	" 2.53 "	
Mt. St. John's	Ar 4.10 "	
Cardigan	Dp 4.15 "	
Georgetown	" 5.35 "	
	Ar 6.00 p. m.	

SOURIS BRANCH.

Trains Going West.

STATIONS.	No. 7, Mixed.
Souris	Depart 7.15 a. m.
Harmony	" 7.37 "
St. Peter's	" 8.55 "
Morell	" 9.23 "
Mt. Stewart Junction.	Arrive 10.10 a. m.

Trains Going East.

STATIONS.	No. 8, Mixed.
Mt. Stewart Junction.	Depart 4.15 p. m.
Morell	" 4.58 "
St. Peter's	" 5.30 "
Harmony	" 6.48 "
Souris	Arrive 7.10 "

ALEX. MACNAB,

Sup't and Engineer.
Railway Office, Ch'town, Nov. 25, 1879.
-pat pres h a ne sp j kca pio 6i

Bones. Bones.

THE undersigned will pay fifty cents Cash per cwt. for all bones delivered at the Bone Mill, in the Royalty. No quantity less than one cwt. (112 lbs) taken.
FRED. W. HYNDMAN,
Agent.

Ch'town, Dec. 1, 1879

"Belvidere."

THIS well-known property, situated in the Royalty of Charlottetown, consisting of about 200 acres, is offered on lease for a term of years, either as a whole or in part.
For particulars apply to
DANIEL HODGSON, or
G. W. DEBLOIS,
Agents for Alexander Beazley, Esq.
March 10, 1880—pat tf

Herring. Codfish.

CHEAP FOR CASH.—
50 bbls. Herring,
100 qtls. Codfish,
200 bags Salt.
D. SMALL,
Head Queen's Wharf, opposite I. C. Hall's.

To Fisheries and Factories.

ONE TON AMERICAN MANILLA MARLIN (Tanned and White), Cotton Lines, Twines, Leads, Hooks, Bait Mills, Fishing Anchors, Cotton Ducks (light and heavy), 160 coils Manilla Rope, Hemp Rope, Wire Rope, Paints, Oils, Tar, Oakum, Ships Chandlery, Sail Making, Light Ducks for Boats' Sails.
D. SMALL,
Jan. 21, 1880—tf

E. G. HUNTER,

Manufacturer & Dealer in
MONUMENTS
Tables, Headstones, &c.,
in variety, at LOWEST PRICES. BEST STOCK. Superior Workmanship.
SATISFACTION GUARANTEED TO PATRONS
N. B.—Farm Produce taken at market rates, in payment, during shipping season.
Kent Street, Charlottetown, P. E. I.
Please call and examine Designs & Prices.
Mar. 20, 1880.—w d—tu sa 6m

Light Brahmas

NOW'S YOUR CHANCE
TO BUY EGGS FOR HATCHING FROM
First-Class Stock. I am breeding from two pens; one consisting of Cock imported from Geo. P. Barnham, the well-known United States breeder, at a cost of \$15, weighing 13½ lbs., mated with four hens, large and well marked. Second pen: Cock weighing 9½ lbs., when 10 months old, raised by myself, mated with four superior hens from imported stock.
I offer Eggs from the above Stock at \$1.50 per sitting of 13, which is \$1.00 less than price charged by other breeders whose stock is no better, if as good as mine. Eggs packed to carry any distance. Terms strictly cash with order.
W. F. DONKIN,
Amherst, April 20, 1880. [ap 24]

TRUTHS.

HOP BITTERS.

(A Medicine, not a Drink.)
CONTAINS
HOPS, RUCHU, MANDRAKE,
BANDELION,
AND THE PUREST AND BEST MEDICAL QUALITIES OF ALL OTHER BITTERS.

THEY CURE

All Diseases of the Stomach, Bowels, Blood, Liver, Kidneys and Urinary Organs, Nervousness, Sleeplessness, Female Complaints and Drunkenness.

\$1000 IN GOLD

Will be paid for a case they will not cure for help, or for anything impure or injurious found in them.
Ask your Druggists for Hop Bitters and free books, and try the Bitters before you sleep. Take no other.

The Hop Cough Cure and Pain Relief is the Cheapest, Surest and Best.

FOR SALE BY W. R. WATSON AND APOTHECARIES HALL. [mar 5, '80]

AUCTION SALE.

TO be sold by Public AUCTION, on FRIDAY, the 14th day of MAY, next, 1880, at the hour of 12 o'clock, noon, on the premises formerly occupied by the late Albert McKinnon, blacksmith, of Spring Park Road, Charlottetown Common, the following mentioned Live Stock, Goods and Chattels, being part of the estate of the said late Albert McKinnon, namely:—
1 Cow, 1 Horse, one Water Cart, 1 Iron Plough, 2 Agricultural Tormentors, 2 Tables, 6 Chairs, 1 Clock, 1 Stove, 2 Bedsteads, 10 Crockeryware, 1 Mirror, 1 Washstand, 10 Knives, Forks and Spoons, 1 Circular Saw.
SOPHIA MCKINNON,
Administratrix of said Estate.
Ch'town Common, 10th April, 1880.—5i oaw

BILLS OF LADING

—FOR SALE—

AT THE EXAMINER OFFICE.

SECOND EDITION

THE DAILY EXAMINER.
MAY 10, 1880.

Dangerous Legislation—If Allowed.

From the Daily Citizen of April 12th, 1880.
There are now before Parliament some half dozen telegraph and telephone bills, asking charter privileges, which require very serious consideration, ere the country is committed to a policy which may bind a yoke of monopoly around the necks of the Canadian people for all time to come. Already it is impossible to communicate telegraphically between the various provinces of the Dominion, or between the Imperial Government of Great Britain and her North American possessions, without every despatch passing under the censorship of citizens and consequently of the Government of the United States. In proof of such assertion, we place the following facts before readers generally, and then appeal to members on both sides of the House to protect Canadians from the continuous effects of local enactments, which have, step by step, thus far placed them under the supervision of a foreign government.

During 1854 (over a quarter of a century ago) an Act was passed in Newfoundland incorporating the New York, Newfoundland and London Telegraph Company, which gave the exclusive privilege of landing cables upon that island and its dependencies for the full period of fifty years. All the corporations, with one exception (we believe, Mr. F. N. Giborne, now Government Superintendent of the Telegraph and Signal Service), were American citizens, and the association was centred and controlled as a pocket corporation in New York. This corporation finally disposed of its exclusive cable landing rights to the Anglo-American Company, who were thus supposed to hold absolute practical control over the plateau of the Atlantic Ocean for electric cable communication. The Anglo-American Company subsequently laid the cables of 1856, 1865, 1866, 1873 and 1874, the three former having since been broken and abandoned, and the 1873 cable having given out on the 3rd inst., some forty miles west of Ireland, thus leaving them with only one out of their five cables in present working order. During 1869, the first French cable via St. Pierre and Miquelon to the United States was laid, thus proving that the shores of Newfoundland were not essential to cable working success; but the Anglo-American combination finally absorbed this enterprise, after half ruining the proprietors by reducing their tariff to a non-remunerative rate. Again, during 1875, the Direct Cable Company were successful in connecting England with Terbay, Nova Scotia, without landing either upon Newfoundland or St. Pierre, but the Anglo-American combination, by a similar system of warfare compelled them to pool or amalgamate interests; and lastly, an attempt is now being made to force the second French Cable Company into joining the association, by tactics which are still fresh in the minds of our readers. It must thus be evident to the world at large, every successive attempt to obtain healthy competition in cable tariff rates, but adds to the power of the gigantic monopoly with which the commerce of all nations is saddled and, in fact, that it will hereafter be extremely difficult to obtain subscribers to any new enterprise which must first run the gauntlet of an unequal competition with an enormously wealthy corporation, or combination of corporations, and then but add another shackle to the chain which binds them to the monopoly which they vainly endeavored to overthrow.

And now, as to a remedy for this growing evil. During 1875 an Act was passed in Canada to regulate marine cable communication, and this Act expressly states that no telegraph co. shall have the right to land cables upon the shores of the Dominion without they yield reciprocal powers to other companies wishing to land cables in any country in which the charter-seekers possess exclusive landing privileges. And, moreover, that no companies who wish to land cables within the Dominion shall amalgamate or pool with other companies who hold and maintain such exclusive privileges. The wisdom and justice of this Act is self evident. The Dominion Government did not seek to interfere with existing rights, but simply said, "you shall not extend those rights beyond the original limits which you obtained when the world was in sympathetic admiration of your courage and enterprise a quarter of a century ago."

And now let us endeavor to unravel this No. 15 puzzle by which the Anglo-American combination is endeavoring to evade the wise Act of 1875: First, as we have shown, the Anglo-American absorbs the New York, Newfoundland and London Telegraph Co. Then the Western Union Telegraph Company (a purely United States Association of enormous wealth,) absorb the Nova Scotia and New Brunswick Telegraph Companies, and afterwards say to the Montreal Telegraph Company at Sackville, on the border line of Nova Scotia and New Brunswick, "thus far shalt thou go and no farther, with messages." Then the Anglo-American Combination transfer the shore ends of their cables in Cape Breton, Nova Scotia, to the Western Union Combination. Then the Direct Cable Company enter into a working contract with the Dominion Telegraph Company. Then the Anglo-American

can "gobble up" the Direct Cable Company. Then the American Union Telegraph Company (also a purely United States Association) practically absorbs the Dominion Telegraph Company. Then the Montreal Telegraph Company seeks legislative powers to enable the Western Union Telegraph Company to absorb its remaining territorial rights, and finally, the Western Union Telegraph Company, and the American Union Telegraph Company, and the purely United States enterprises stand face to face, with the avowed intent that the one shall swallow up the other, and thus telegraphically, rule the whole continent of America, under United States management. So bold a design requires some generalship, however, and hence some of the numerous bills now before Parliament, the passage of any one of which, without a saving clause in confirmation of the Act of 1875, will make a breach through which the Grand Combination will march in triumph. We shall, in another article, endeavor to analyze the various Telegraph and Telephone Bills now passing through regular stages before Parliament; but, having sounded a warning note, all we ask is that no hasty legislation may place the Dominion of Canada, and through it the commercial interests of the whole world, in a position that our children, and perhaps, our children's children, may have just cause to reproach us for. Even the United States Government have taken the alarm, and are now legislating in accordance with the provisions of our own Act of 1875, for, before landing powers were granted to the second French Cable Company, it was stipulated that they should not pool or amalgamate with any company which held exclusive landing privileges in any other country, and hence the determination of existing combinations to render null and void the protective enactments now in force with in the Dominion.

Reciprocity, or What?

The following from the New York Herald, editorially, will be read with interest by many Canadians:—

"The great question of our commercial relations with the Dominion has at last come up in Congress in a practical though dilatory shape. Within the last few days an amended joint resolution has been reported from the House Committee on Foreign Affairs and ordered to be printed, which starts in the safe direction of attempting to understand the subject before taking any action upon it. The proposed joint resolution merely requests the president to appoint three commissioners to confer with other commissioners to be appointed by the British government "to ascertain and report on what basis reciprocal trade can be established."

A clear and judicious report sustaining this joint resolution has been presented to the House by Mr. Cox, the chairman of the Committee on Foreign Affairs. The report wisely avoids any expression as to what the basis of the new arrangement should be. It merely urges that the subject is of great importance, both to the United States and the Dominion; that it is so complex and difficult as to require a more exhaustive inquiry than can be given it by members of Congress who have so many other duties; that the investigation, since the new Canadian tariff tends to create interests which will be hostile to reciprocal trade; that it is important that the business relations between these neighboring countries be established on a satisfactory, and if possible, permanent basis. The expense of the commission will be trifling, and report may be expected to shed needed light on an important question which has for many years excited deep interest on both sides of the border. We can conceive of no ground on which this moderate and cautious measure can be opposed.

If the proposed commission should be created it will be its duty to examine the subject in all its aspects. We are not convinced that a reciprocity treaty is the true solution of the problem. If the proposed commission is appointed it should direct its attention to the advantages of a *collocution* as well as of a reciprocity treaty. Previous to the investigation and in the present state of our knowledge we strongly incline to the opinion that a *collocution* is the proper measure. Unless trade between the two countries is made absolutely free there will still be a necessity for a long line of custom houses on a frontier extending thousands of miles, with infinite possibilities of smuggling across the border. With a *collocution* there would be no necessity of custom houses, except at the Atlantic ports, and a vast army of revenue agents and spies for the detection of smugglers. With all possible precautions smuggling could not be prevented on so extensive a frontier. If the Canadian duty on particular classes of goods should be less than the United States duty, or vice versa, smugglers would do a heavy and lucrative business in both countries. It would be better to leave trade across the border perfectly free in all kinds of goods, whether domestic or imported, and establish a uniform scale of duties to be collected on the coast.

We are aware that there are practical difficulties in a *collocution* as well as in a treaty of reciprocity. If a uniform tariff could be established, once for all, the problem would be easy. But there is a constant necessity for changes of rates in order to adjust revenue to expenditures. But if it required the concurrence of two governments to make changes there would

be danger of a perpetual deadlock. Great as this difficulty may be we cannot think it insurmountable, at least not until after an intelligent commission possessing qualifications shall have failed to discover it. There would be another difficulty in finding a just proportion for dividing the customs revenue. To apportion it in the ratio of population would give Canada more than its equitable share. The duties are ultimately paid by consumers, and the people of the United States, being more wealthy than the people of Canada, they would pay a larger proportion *per capita*, especially in articles of luxury, on which duties are usually high. But we are confident that these difficulties can be overcome, and that a *collocution* would prove an incalculable benefit to both countries.

AN ENJOYABLE TRIP.—On Saturday last, being about the first fine day of the season, we embarked on board the good old steamer *St. Lawrence*, Capt. Evans, and crossed to Charlottetown. The day was all that could be desired, smooth water, clear sunshine, and the pure, invigorating sea breeze, giving new life and vigor to all. The clean and neat appearance of the steamer, having been newly painted and varnished, attracted our eye on coming on board, and the familiar faces of the officers warmed our heart toward the dear old Island. With the facilities for travelling now offered to the public by steam and rail, no pleasanter route can be undertaken during the coming season, than to and from the Island of Prince Edward. It is expected that daily communication will be kept up between Charlottetown and Pictou on the east, and Point du Chene and Summerside on the west, where connection by rail are made to all points West—Con.

At the time that railroads were coming into operation in England, many persons imagined that horses would become in a great measure useless, and a Mr. Gray, one of the most active promoters of railroads, wrote to a leading London periodical in 1839:—"Every horse requires as much land for the production of its food as would yield comfortable subsistence to at least three human beings." Mr. Gray proceeds to calculate that railroads would throw 3,000 horses out of work, and that consequently there would be food for 9,000 more people. It would puzzle even Mr. Gray to point out any decrease in the number or any decline in the usefulness of horses. And it is much the same with respect to all apprehension of a lack of work growing out of the introduction of so-called labor-saving machinery. Instead of making less work for men, machinery, as a rule, makes more work and at better wages. Our great-grand parents would be amazed if they could be set down in this work-a-day world of to-day with no greater comprehension of the progress that has been made than they would have had in anticipation, when in the flesh.

The *St. John "Sun"*, in an article on the re-opening of communication with New Brunswick and this Province, says:—"Our Island friends who wish to do business with St. John will find that, despite all reports to the contrary, the business establishments of our city are in full blast. Our dry goods, hardware, flour and provision stores have full stocks and are selling at a living profit, while our nail, shoe, furniture and other factories are in position to fill the largest orders after reasonable notice. Moreover, business is good in our best establishments; our merchants and manufacturers are in much better spirits than they were last year; and the commercial outlook, generally, has greatly improved. If our Island friends are coming, let them tarry not but come at once."

In the voting on the amendment to a section of the Temperance Act in the House of Commons on Tuesday the members got very much mixed in the division. In the minority Messrs. Huntington, Laurier, Mackenzie, Blake and I. Burpee were ranked with Sirs J. A. Macdonald, S. L. Tilley, C. Tupper and the Minister of Justice. In the majority, Messrs. Anglin and Weldon stood shoulder to shoulder with Messrs. J. C. Pope, Masson, O'Connor, Pinnab and T. White.

News has been received of a great freshet at the flat lands on the Restigouche, on the 5th. An ice jam has caused the rivers Restigouche and Metapedia to overflow, and the river has risen 15 to 20 feet above the land. Families living on the flat lands have had to seek shelter on higher ground, some finding refuge in the Presbyterian Church. A great deal of property is in jeopardy.

The courage of the Princess Louise does not seem to have been impaired by her dangerous sleighing experiences in the winter. On Wednesday, with the Governor General, she ran the Chaudiere Slides, on a crib of timber. Commonly there is but little danger in the operation, but people, especially ladies, with shattered nerves would be inclined to shirk the ordeal, we should suppose.

It is reported from Toronto that a diary kept by Bennett, the would-be-murderer of Senator Brown, has fallen into the hands of the Crown officers there. In this book, the wretched ruffian is said to have recorded his intention to shoot Mr. Brown.

Remedy for Hard Times.

Stop spending so much on fine clothes, rich food and style. Buy good, healthy food, cheaper and better clothing; get more real and substantial things of life every way, and especially stop the foolish habit of running after expensive and quack doctors or using so much of the vile humbug medicine that does you only harm, and makes the proprietors rich, but put your trust in the greatest of all simple pure remedies, Hop Bitters that cures always at a trifling cost, and you will see better times and good health. Try it once. Read of it in another column.