

THE EXAMINER.

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NO. 118

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 Stew't Junc.	Ar 10.10 "	
Royalty Junction	Dp 10.15 "	
Charlottetown	Ar 11.50 a. m.	
Royalty Junction	Dp 8.00 a. m.	Dp 3.00 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 "	" 5.18 "
Summerside	Ar 11.30 a. m.	Ar 6.30 p. m.
Wellington	Dp 1.30 p. m.	
Port Hill	" 2.19 "	
O'Leary	" 3.09 "	
Albion	" 4.17 "	
Tignish	" 5.17 "	
	" 6.10 "	

TRAINS GOING EAST.

STATIONS.	Nos. 2 and 4, Mixed.	No. 6, Mixed.
Tignish	Dp 6.30 a. m.	
Albion	" 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 7.30 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 "
Royalty Junction	" 5.37 "	" 10.38 "
Charlottetown	Ar 6.00 p. m.	Ar 11.00 a. m.
Royalty Junction	Dp 2.30 p. m.	
Mt. Stew't Junc.	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	" 6.45 "
Souris	Arrive 7.10 "

ALEX. MACNAB,

Sup't and Engineer.
Railway Office, Chtown, Nov. 28, 1879.
—pat pres h a ne sp aj kca pio 6i

VALUABLE PROPERTY FOR SALE.

THE Subscriber offers for Sale all that Valuable Property situated on corner of Grafton and West streets, and comprising Town Lots Nos. 15 and 16 in the third hundred of Town Lots in Charlottetown. Also, that Property on Kent Street, consisting of Town Lots Nos. 67 and one-half of 68, also in the third hundred. This property is a most desirable one for private residences, and will be sold low. If not disposed of by private sale, it will be offered at Auction about June 1st, next. Offers for part of the property will be received. For further particulars apply to Messrs. DAVIES & SUTHERLAND, or to the subscriber.

F. MITCHELL,
Ch'town, Feb. 19, 1880—2aw Trustee.

Daily Examiner!

1880.

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A few Advertisements only, received

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

SECOND EDITION

THE DAILY EXAMINER.

APRIL 9, 1880.

NOTES FROM THE CAPITAL.

HOUSE OF COMMONS.

Prince Edward Island Railway Communication.

Sir, Chas. Tupper: I have no objection to the motion. I took the earliest opportunity of laying before the House all the information we possessed in relation to this subject. In the terms of Union with Prince Edward Island, there is an engagement on the part of the Dominion to maintain steam communication both summer and winter with the Island, as far as practicable. The late Government, recognizing the importance of that obligation, had the "Northern Light" constructed, and placed on the route for the purpose of endeavoring to maintain winter communication. The hon. member for Westmoreland, late Minister of Marine and Fisheries, knew that very great difficulties were encountered in this undertaking. I think the experiment has been more successful the present winter than in any former period, and I am afraid he is right in the conclusion that it is not practicable to maintain sufficiently regular communication for mail purposes by the steamer, except between the Capes. In discussing this matter with the present Minister of Marine and Fisheries, it was determined so soon as serious difficulties were encountered on the present route of the "Northern Light," between Georgetown and Picton, to place her between the Capes, to see how far the presence of a steamer there could assist in the navigation by keeping a passage open between the ice on both sides. I believe the "Northern Light" has been ordered to that service, with a view to the solution of that question. The subject of the construction of a railway has remained in abeyance, although a survey was ordered by the late Government, which was made by an able engineer, Mr. McLeod, who made a very valuable report on the subject. The subject has remained in abeyance until the further experiment be tried, of how far steam communication between the Capes can be established for mail service. The mails are now carried between the Capes by ice-boats; but I am in hopes it will be found that either the "Northern Light," or a boat more specially constructed for that service, will be able to maintain regular communication, or decidedly improve it, by making it less trying to passengers than that by the ice-boat system. It is incumbent upon the Government to carry out, as far as possible, the obligations of steam communications between the Island and the rest of the Dominion; and, no doubt, although a very large expenditure is involved in the proposed wharves at the Capes, I believe it can be greatly reduced by getting a boat of lighter draught. Both the lines on the Island and the mainland are extremely favourable, and the grades are easy, and the work to be performed with the bridging light. So it would not involve a very large expenditure to give us steam communication by Cape Traverse and the Intercolonial Railway. There need be no serious difficulty in completing the connection between those points, and I hope that at an early day the Government will be in a position to deal with this important work.

Mr. Macdonald (Kings, P. E. I.): The whole subject of steam communication between the points mentioned is very important. I differ from the statement of the hon. member for Queen's, P. E. I. (Mr. Brecken), that the "Northern Light" has fallen short of expectations. When it was first contemplated to keep up winter communication with the Island by steamer, the most we looked forward to was a shortening of the winter by a boat that would succeed in running a month later in autumn, and a month earlier in spring. We find now that the "Northern Light," after repeated trials and a great deal of mismanagement, has at last succeeded in keeping up communication between the Island and the mainland during the whole of this winter. I had some doubts myself that this would ever be accomplished, but having made a trip in the "Northern Light" this winter, I come to the conclusion that steam communication can be maintained between the Island and the mainland with very great regularity. It has been said that the Straits were easy of navigation this winter; the contrary is the case. We found the gulf, seemingly packed with ice, almost fuller of it than ever before notwithstanding which the steamer continues to run; she made lately the round trip in one day, carrying a large quantity of freight and many passengers. I am informed that from the 1st January till the 1st March she carried over 200 passengers. This is a great source of comfort to the people compelled to travel across the Island in winter. The hon. member for Antigonish (Mr. McIsaac) said that the late Government agreed to abandon the present route from Georgetown to Picton. After an experiment of several winters we have found it practicable. I believe that that is the only route practicable for steam communication. A good deal has been said against the "Northern Light," but anyone who makes a trip in her by winter will agree with me that

she is one of the best boats afloat in sea ice. I believe to-day no other boat would equal her in going through it. The hon. member for Antigonish says she is continually sticking between Georgetown and Picton. I admit that during February last it took her a week on some occasions to make the trip, but unless a man's time is particularly valuable, it would be better spent in a comfortable steamer than on the ice-boats going across by the Capes. We know that the keeping open of communication with the Island, summer and winter, by steam, was one of the terms of Confederation. It is just possible that during the depth of winter, and with only one boat on the route, the mail will be compelled to come by the Capes, to secure regularity. But I believe that if the Government would put on another boat on the route, between Georgetown and Picton, we could have it almost as regular as by the Cape. In any case, I believe that it is the duty of the Government to carry out the terms of Confederation, and that the boat should be kept on her present route for the comfort and convenience of passengers. I have heard a great deal of denunciation of the "Northern Light" and her management. I can state from my own experience that the captain and crew who are now on board of her are good men, and the right men in the right place. Captain Finlayson is a good and careful man. It has been said that he is rather chicken-hearted, but it does not require a very great-hearted man to make the trip in the "Northern Light." But if she gets into an ice-jam, he will look carefully after the ship and bring her safely out. The hon. member for Antigonish (Mr. McIsaac) believed the Cape George route was the best one for the "Northern Light"; possibly there may be something in that; it may be easier of access at certain times. But we know that the tides have more effect on the ice in the Gulf, and that the water between Picton Island and the mainland is generally open by force of the tides. I trust, however, that to facilitate the present mail carriage, the Government will see its way clear to construct branches to the Cape in order that the winter service of the mails may be continued with regularity, while at the same time they continue the passenger service by the "Northern Light" to the eastern section of the Island.

Motion agreed to.

MR. POPE.

I have no objection to furnish all the information asked for. There is no doubt that the "Northern Light" has been during this season a greater convenience to the people of Prince Edward Island than in former years, especially so in the matter of freight. Merchants have been enabled to receive their importations from abroad this winter with more regularity than they could in previous winters. But at the present time she is in the ice, and has been for fourteen or fifteen days. By the last account which I received I learned she is off Georgetown Harbour, and until the wind changes it is not probable that she can make any progress. The mails have not been sent by her, and she has been employed alone in carrying freight and passengers. The "Northern Light" has cost over \$130,000, and I feel bound to say that she has performed very little service indeed. The difficulty arises from the fact that her construction is such that when the season for which she is supposed to be specially adapted has passed away, it is impossible to use her for any purpose whatever with satisfaction. When she has taken on board five or six days' coal there is no room for cargo, and if kept idle her expenses decrease but very little, for it is necessary to retain the services of her engineers and other officers, at high wages, all the year round.

Some hon. member.—Send her to Hudson's Bay.

Mr. Pope: I wish I could see my way clear to advise the Government to send her to Hudson's Bay, for she might be employed exploring and surveying there. With regard to the earnings of the boat I regret that I can give but a very unsatisfactory account. So far the average cost of her trips from Georgetown to Picton has been \$500, and she has made about two trips a week. The earnings for the month of February amount to a little over \$500, and the mails which should have been carried by the boat had to be forwarded by the Capes. My opinion concerning the fitness of the "Northern Light" for the Cape route is, that she is not calculated for that route. She draws 18 feet of water, and if she attempted to run between Capes Termentine and Traverse before the shore or board ice is firmly fixed she would be in great danger of being lost. A small, powerful boat could run the greater part of the winter, except in stormy weather, once or twice a day. A steamer somewhat like that which plies between Point Levi and Quebec would be worth a dozen steamers of the draft of the "Northern Light." But she has been bequeathed to us by our predecessors, and we have her on hand, and we want to do the best we can with her. The "Northern Light" has earned about \$1,000 towing ships, which will, by that amount, reduce her expenses.

The half yearly fur sales held at London by the Hudson's Bay Company and by Messrs. C. M. Lamson & Co., which have just terminated, have been the largest that have ever taken place in that city. The furs sold amounted to over \$700,000. Prices, excepting in one or two minor articles, show an advance of from 15 to 20 per cent.

The Tariff.

In the Commons, on the 6th, Sir Leonard Tilley reviewed the criticism of the Opposition regarding the tariff, speaking three hours. His speech was a crushing rejoinder to the statements and arguments advanced by the Opposition. He declared and proved by actual figures that the late Government had increased the public debt \$60,000, and still the Opposition had the effrontery to charge that all the public debt had been contracted by the Conservatives. The present Government had permitted no increase in the expenditure not absolutely required by the Carnarvon terms. The late Government bound Canada to complete the Pacific Railway by 1880. This was a solemn engagement, not only with British Columbia, but with the Imperial Government, and he was astonished to hear the Opposition dishonestly endeavoring to repudiate the engagement and to insinuate that the road should not be built, and that the Government should be deprived of the means of building it. Mr. Ross, the hon. member for Middlesex, had stated that the tariff had increased the taxes of the people of New Brunswick \$1.40 per head. The fact is there was a decrease of that amount instead of an increase. Mr. Ross pleaded that he had been misreported in this particular, but Mr. Tilley proved that the statement had been made intentionally and for political effect. After recess Sir Leonard continued and completely vindicated the working of the tariff in his own Province and the Dominion at large.

A New Brunswick M. P. who spent Easter Sunday in Brooklyn, and went to hear Mr. Beecher preach, made a note of a passage in the pastor's prayer, as follows: "Remember the great Dominion lying upon our border, that it may flourish by Thy blessing, and that the intercourse between it and this nation of ours may be for the advancement of peace and righteousness. And remember, too, that great nation over the ocean from which our own people have sprung. Bless the Queen who has long reigned over that country which was the home of our ancestors, and has been so long a power in the world. Make these two great nations, speaking the same tongue and resting upon the same great principles of liberty, the power of the right hand of the Most High for the regeneration of the world, and the spread of Thy truth among the people."

Earl Beaconsfield holds Lord Lytton's resignation as Viceroy of India, to take effect absolutely in case the elections are adverse to the Government. Beaconsfield might, therefore, appoint his successor, but he probably will not, as the new Ministry would almost certainly cancel the appointment. It is probable Lord Northbrook will be asked to go to India for a couple of years to put matters in order there. The Marquis of Ripon is a favorite candidate for the Vice-Royalty of Ireland. The Emancipation Act requires a Protestant, but that section of the Act might be repealed. The O'Connor Don will be offered Chief Secretaryship for Ireland, and if he declines to serve Mr. Shaw will be appointed to that office.

A WONDERFUL ESCAPE.—Toronto, March 31.—To-day, at noon, as the Grand Trunk train was proceeding past Acton, a few miles from the city, a girl, about fourteen years of age, got up in her sleep, and, walking to the end car, stepped off the platform. The alarm was at once given, and the train stopped, and when a number of gentlemen walked back along the track they found the girl uninjured, and she was taken on board the train, to the great joy of her parents.

DID NOT CONSULT MR. VENNOR.—On Tuesday last, when Conductor Clark's train was approaching Grand Pre, the locomotive ran into a flock of wild geese, killing one, which was afterwards picked up, injuring others. The birds were apparently exhausted from the recent storms.—Annapolis Journal.

Mr. Martin, owner of the Springfield mills, Ont., is exporting direct to the Old Country eight or nine car loads of flour and oatmeal per week, with very satisfactory returns, which is a good thing for the village and the farmers around about that section.

THE stable of Mr. Robert Bonner, proprietor of the New York Ledger, is built and kept on the most improved and modern plan, both as regards ventilation, light, warmth, etc. Mr. Bonner's taste for horses is well known. The gentleman in charge of this valuable stable was Mr. Ross. By the use of Giles' Liniment Iodide Ammonia, he removed ringbones and bunches that had resisted all other treatment. Send for circulars, giving full instructions, to Dr. Giles, 120 West Broadway, N. Y. Giles pills cure neuralgia. Sold by W. R. Watson.

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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.