

THE DAILY EXAMINER.

NOVEMBER 27, 1886.

The Times.

Grits are constantly complaining that the times are hard and cash scarce. This may be correct to a certain extent; but then it must be remembered that never in the history of Canada were there such "hard times" as during the five unfortunate years of Grit misrule. At present, it is true, farm produce is not selling at as high figures as we desire; but it would be still lower in price if it were not for the home market which the National Policy has established. The manufacturing industries established under that policy in this and the neighboring Provinces, help materially to keep the price of produce up to what it is. Do away with our manufacturing industries, as Grits propose to do, and farmers would be the principal losers, as there would, in consequence, be less demand for their potatoes, oats, butter, beef, &c.; while, without the wholesome competition which rival manufactures bring about, store goods would be dearer by 25 per cent. than they are at present. Farmers, therefore, have good grounds for supporting the present Dominion Government; for, without the Government policy, store goods would be very much dearer and farm products very much cheaper than they are at the present time. "No more Grit misrule for us" is, we believe, still the determination of the great majority of the workingmen of our Dominion.

Temperance.

The Scott Act, so far as this city is concerned, is now being pretty rigidly enforced, and the same may be said with regard to some of the country districts. There are, however, certain parts of the country, we are sorry to say, where the Act, though adopted by the people at the polls, is allowed to remain entirely inoperative. There is King's County, for instance. What is being done in that County to enforce the law? Nothing whatever, so far as we can learn! They are, nevertheless, good temperance men in that part of the Island. It is hoped that if the officers of the law persist in neglecting their duty, law-abiding citizens will take the matter in hand. From a political standpoint, Conservatives have nothing to gain from this state of affairs. On the contrary, they have much to lose, as the rum element will be used against them when the election takes place. The head of the bench on this Island has already ruled that it is not contrary to law to treat and use liquor at elections, if treating and whiskey drinking happens to be the "custom of the country." Whatever may be thought of such judicial ruling, the fact that drinking and treating is "too much the custom of the country" will not be questioned. The custom, therefore, should be stamped out; and the law of the land upheld. Congregational temperance societies are excellent in their place, and deserve every encouragement. But besides these the temptation to drink must be removed. Let, then, the law be enforced.

Governor's Pond.

We owe to a large amount of sympathy for those who—unable to pay for high priced tickets at the rink—are prevented, by the Board of Health, from skating in the Governor's Pond. Skating is, of all the recreations of our people, the most healthful, as well as the most pleasurable. For restoring the nervous system and making the blood dance in the veins, painting the cheeks of our fair young ladies with roses, and giving strength and vigor to our gallant young men, there is nothing equal to the exercise of skating in the open air. The pretence that the filthy bottom of the pond is left naked and bare, in all its disgusting ugliness, for the sake of health, is emphatically too thin. But it is stated that some of the citizens deposit garbage on the ice, which adds to the nuisance of the succeeding summer. Surely this can be prevented; and if not, is it reasonable to suppose that the same citizens will refrain from placing their offal and filth on the bare ground? It is, also, we learn, hoped (or pretended) by those who are interested in preventing our citizens from skating on the pond, that herbage will grow there next summer. This is probably a mistake, for grass does not usually grow on a dunghill, nor is soil saturated by salt water usually productive. If the water has been shut out simply because members of the Board of Health felt piqued because the dam was recently opened without their knowledge, we hope their pique has now been satisfied. Or if—as is more than hinted—the influence of rival shareholders has unwittingly been allowed to prevail over the interests of citizens at large, we hope a majority of the Board of Health may, at the first opportunity, show that they are superior to such influence by causing "the pond" to be flooded as soon as possible.

Notwithstanding the fact that Sir John holds the reins, and is likely to do so for many years to come, some of our Grit politicians are not afraid to go into business. A new firm has been started lately in St. John's, and it is said the Grit M. P. is one of the principal partners. We wish the firm success, and expect to hear no more from that quarter about blue rain and drowsy.

The Subway.

SENATOR HOWLAN received by the last mail the following letter from the celebrated Engineer whose name is appended to it:—

NEW YORK, Nov. 22, 1886. HON. G. W. HOWLAN, CHARLOTTETOWN, P. E. I. My Dear Sir,—In the early part of last summer I informed you of my intention to build a working caisson to lay water mains, which I did, and laid with it a water main out into the Lake Michigan, at Racine, Wisconsin, 3 1/2 miles long. At the same time I was able to prove practically many mechanical points required in the construction of the caisson for the Straits Tunnel, such as strength of material, power for moving Caisson, pressure of water for hydraulic dredging, stuffing box, mode of ventilation, the use of Caisson and anchoring power to hold the same. All this has been accomplished during the past four months to my entire satisfaction. The Caisson, which I send you a photograph taken when it was ready for launching, weighed 18 tons, was 22 feet long, 6 feet wide, 5 feet 3 inches in height, with a feet oval dome to be lengthened at will according to the depth of water it worked in up to 40 feet. Through this dome, tubes in one piece feet long, with an outlet at the lower end into the Caisson, were attached to a stuffing box and an inner movable stuffing box had to be constructed, to allow the bell to pass through. The Caisson for the Straits Tunnel would be much more simple, the outer stuffing box and dome not being necessary as in this case I found the Caisson easier to be lowered under water when laying tubes than a vessel afloat.

After all my practical and highly satisfactory operations during the past season, I have no hesitation in saying that the Northumberland Straits Tunnel can be built for the sum named—Five Million Dollars—and every requirement made by you or by myself can be fully substantiated. Faithfully yours, H. H. HALL.

As showing the interest which is being taken in the Subway scheme, the following from Chambers' Journal will be interesting. In the course of an article on "Big Undertakings," Chambers' Journal says:—

"Number 3 project proposes to connect Prince Edward Island with the Canadian mainland by means of a submarine railway tunnel, by which communication can be kept open with the inhabitants of the Island during the winter, a circumstance a present almost impossible, from the terribly rigorous nature of the winter climate of Canada; but Canada is bound legally, under every circumstance it is possible to keep open a communication with this Island at all times and by all means, for the accommodation and assistance of the 25,000 persons who constitute the present population. The distance of the Island is only six miles and a half, and the bed of the Northumberland Straits, under which the railway would be carried, presents no very apparent difficulties. The depth of water is on the Island side thirty-six feet; and ten feet six inches on the New Brunswick side; and about eighty feet in the middle. The tunnel will be eighteen feet in diameter, and will be made of chilled white cast-iron in sections, the latter being bolted together with inside flanges, exactly in the same way in which the little tunnel for foot passengers under the Thames, and known as the "Beehive Subway," was constructed some years ago. The cost of this undertaking is estimated at about one million sterling. It has been well considered and hotly commented, and will be brought before the Canadian Parliament very speedily, when the scheme will no doubt be fully sanctioned, as it has many warm supporters in the Legislative Assembly. Canada will, therefore, have her "submarine railway" long before her illustrious "mother" on this side of the Atlantic."

Political Notes.

At the last meeting of the Dominion Cabinet a good deal of routine work was disposed of, but it is understood that the question of dissolution was not considered at all. The Manitoba correspondent of the Montreal Gazette writes:—"Without a doubt the Norquay Government will be sustained at the polls. The Grit party in this country are in a pitiful state of demoralization."

Ministers Foster and Thompson addressed a meeting in Bothwell on Tuesday evening. Both are making a favorable impression in Ontario. A somewhat spiteful Grit journal, referring to a meeting where several ministers, including Sir John and Mr. White, spoke, declared that the speech of Mr. Foster was the only able address. But one thing is certain, that no such enthusiastic meetings have been held for years in Western Ontario as those which Sir John and his colleagues have recently addressed.

The Ottawa Evening Journal, speaking of the feeling in Ontario, says:—"A politician who has just returned from Western Ontario states that if the enthusiastic receptions given Sir John be regarded as an index of public opinion, the Conservatives will sweep the province with an increased majority. Throughout the entire tour, the Premier was received with every demonstration of good feeling, and in some cases with an enthusiasm which might almost be termed crazy. The same politician regards Mr. Mowat's recent action in bringing on the election as an indication of weakness and anticipates for the Provincial Premier an unfavorable result."

In an editorial on the importance of a vote, the Montreal Gazette says:—"There is by far too much indifference among the people as to the political affairs of the country. Personal and sectional feelings are allowed to influence their choice of men when the broad issues of National Policy and righteous administration are forgotten. Did every elector make it a rule to vote in every contest for the man he thinks most nearly represents his views, resulting in two ways. Those in whose hands power rested, whatever they professed to call themselves, would feel compelled to a more careful administration of their trust, and the mischievous, though necessary, party managers would be less inclined to give way to the temptation that often comes to them to put forward an unsuitable candidate. The franchise is a right on the wise exercise of which by the individual rests the welfare of the land in which he lives, a fact that, despite such instances as are referred to, people are too prone to forget, though they sometimes are made to suffer for their indifference."

The following facts, which the St. John Sun places before our readers, are highly encouraging. The total receipts of the Government for the first four months and ten days of the present fiscal year are \$12,399,321, while those of last year, at the same date, November 10th, were \$10,894,936, showing an increase of \$1,504,385. The expenditure for the period was \$9,532,090. That of the corresponding period last year was \$12,533,163. The decrease is \$3,001,093. The sum of \$700,000, shortly to come due for interests, should perhaps be added to the expenditure for this year. This will leave a net decrease of \$2,311,093. The saving is due for the most part to the fact that there is little or no expenditure on account of the rebellion. The deficit last year on the operation of the first four months and ten days was \$1,693,197. During the same period of this year there is a surplus of \$2,117,222. If business goes on this year as it has commenced, we shall be able to meet the rebellion expenditure of last year out of this year's surplus and leave a margin besides.

Arrival of the Coban.

CAPT. FRASER, of the steamer Coban, which arrived here on route to St. John's, Nfld., this morning, reports as follows:—"Left Montreal about seven o'clock on Tuesday morning. It rained hard all day. We anchored at Battledown Tuesday evening. Left there on Wednesday morning at six o'clock and passed Quebec at eleven. A strong gale was blowing and could not land pilot at Father Point. Thursday night passed Piercy; easterly gale and snow. Next morning wind worked around to the west and blew a hurricane. We anchored off St. Peter's Island light and remained until the storm abated, after which we started for this port, arriving at eight this morning—all well." The Coban has a full cargo and deckload—a third of which is for this port, the balance for St. John's and other ports—as well as several steerage passengers for St. John's. A large lot of Island produce is to be shipped to St. John's, and every inch of the space made on the Coban as a result of the cargo discharged here, will be filled up. Mrs. P. R. Bowers and daughter, and Mr. Wm. Boyle will go as passengers. The Coban sails for St. John's, Nfld., on Monday; thence she will proceed to New York and thence to Brazil, where she is chartered to trade during the winter. We wish Capt. Fraser, Mr. McDougall and other Islanders on board a pleasant and prosperous season abroad.

LETTERS TO THE EDITOR.

Chappelle's Almanac and Directory

SIR,—It is generally understood by the business men and other residents of Charlottetown, that I am preparing, in connection with Chappelle's Almanac—which I have published for the last eleven years—a directory of the city—a second edition of that I issued in 1878, enlarged and corrected. Yesterday, some "creature" with base mind, caused to be circulated a "Caution," warning the public presumably against my "Almanac and Directory," (although it is not so stated in the "Caution") inasmuch as its contents are alleged to have been pilfered from McAlpine's Directory. When my work is issued the public will be able to judge whether its contents have been pilfered from McAlpine's or any other Directory—that they have been or are being I most emphatically deny. I would not take any notice of the "Caution," which is not signed by any person, and may possibly be only a joke, except that it might interfere with my advertising patronage.

Some six years ago Mr. Teare published a Directory in which he made extensive, if not wholesale, use of mine of 1878. I never made objections, and the public had a good work; but what publisher, with any regard at all for his character, would depend upon so wholly an unreliable book as McAlpine's Directory? It is teeming with errors, gross and ridiculous, among hundreds of inaccuracies I select a few:—

W. F. Maurice, Prince Street (should be Morris); F. S. Moore, Cashier of the Merchants of N. S.; Samuel Miller, teacher (should be Lemuel); Conductor Frank Jelly (for Kelly); Wm. F. Maxwell, Sea Captain (should be Staff Commander, R. N.); and in the advertisement of the convent of Notre Dame, on the last cover of the book, among the course of studies we find "Dancing and Painting in Water Colors" (for Drawing, &c.)

I may say that my copy, which is in the printer's hands, is all manuscript, and not printed sheets of McAlpine's or any other Directory altered or amended. So far from being induced by the appearance of McAlpine's "Compendy of Errors" to issue my forthcoming Directory, I may say that so long as twelve months ago—long before Mr. Alpine commenced his compilation—I expressed my intention of issuing it. It is very significant of the meanness and venom of the author of this miserable dodge, and the faith he has in the justice of his cause, that these "Cautions" were distributed last evening under the cover of darkness, and that they bear no signature nor the imprint of the office. I may as well add that, so soon as I discover the author or office of publication, I shall enter an action at law for damages.

Yours truly, THEO. L. CHAPPELLE. Ch'town, Nov. 27, 1886.

A Nuisance.

SIR,—While passing down Hillsboro Street yesterday I was nearly suffocated with stench, arising, I was told, from a slaughter house in the vicinity. This is nothing uncommon; and if our Board of Health officers, Messrs. Hazard and Curtis, who were so terribly indignant about the waters of Government Pond being turned on without their permission, would spend a little of their righteous indignation towards removing these pest-houses which are flourishing in the very heart of our city, it might redound a little more to their credit.

ANTI-HUMBEO.

SIR,—My attention having been called to a "Caution" circulated last evening in this city, I desire to say that the copy furnished me by Mr. Chappelle for the Directory which he intends issuing in connection with his Almanac for 1887, is entirely in manuscript, and contains no extracts from McAlpine's or any other Directory. Yours truly, JOHN COOMBS, Printer. Ch'town, Nov. 27, 1886.

Juvenile Public Opinion.

PATERFAMILIAS (this morning)—"Well, Jack, they've shut the water out of the pond again; what do you think about it?" JACK, (preparing his skates)—"Mean, mean; contemptibly mean!"

FRESH Persian Dates just received at Beer & Goff's. nov 27 31

PARIZI in want of seaweed will please leave their orders at McEachern's Boat Store and I will attend to them at once. Price 20 cents a load delivered.—John McInnis. nov 25 21

At a convention of electors held at Shelburne on Tuesday, Geo. A. Crowell, nominated recently by the Liberal-Conservatives to contest this county, at the ensuing elections, resigned in favor of Major-General Laurie and that gentleman was unanimously nominated by the convention to run in his stead. The greatest enthusiasm prevails in favor of General Laurie.

Winter Navigation.

Mr. J. X. Perrault writes to the Montreal Star an interesting account of what has been done by boats called ice-breakers in Sweden and Norway. The account is suggestive of what might be done, not only on the St. Lawrence, but in bettering the winter communication between Prince Edward Island and the mainland. We quote:—

The city of Gottenburg was the first to make the attempt, and so successful and efficient has the steamer been, that the town of Christiania in Sweden and Oersen in Denmark have had vessels of precisely similar construction built for their harbors. The result of the going to and fro during the winter of these powerful vessels is that free communication is maintained between these northern ports and the open sea during the long winter that has hitherto practically shut them off from the rest of the world. The relief of the commercial houses and industries of Norway and Sweden afforded by means of the ice-breakers in the Cattegat can hardly be overestimated.

These vessels are constructed with a series of water tanks fore and aft. Powerful pumps rapidly transfer the water from the after part of the ship forward and vice versa as required. The draft forward is much less than aft, so that, when sailing with the aft tanks filled, the bow of the vessel is raised high out of the water. When the ship is brought into action, as an ice breaker, it is propelled forward, the skiff like bow is made to overhang the ice; water is pumped into the fore tanks and the great weight and pressure crush the mass of ice up to almost any thickness. The total length of this steamer is 134 feet, breadth 35, draft at stern 12. The water tanks have a capacity of 186 tons.

Scott's Emulsion of Pure Cod Liver Oil, with Hypophosphites is prepared in a perfectly agreeable form, at the same time increasing the remedial potency of both of these specifics. It is acknowledged by leading physicians to be marvellous in its curative powers in consumption, Scrofula, chronic coughs and wasting diseases. Take no other.

POTATO BAGS! JUST RECEIVED, 5,000 Shipping Bags. WEEKS & BEER. Nov. 27, 1886—1c ad.

APRON FAIR. THE Ladies of St. Joseph's Society intend holding an Apron Fair in the MARKET HALL, ON Monday, December 28th, when the articles remaining unsold from their Bazaar, will be disposed of. Amusements of all kinds will be provided. Ch'town, Nov. 27, 1886.—cod.

WITZEN'S SKATING RINK. A SPECIAL meeting of the Stockholders of the Rink Building, WEDNESDAY, DEC. 1st, at 8 p.m. Important business in connection with the Rink. By Order of Directors, W. W. STANLEY, Sec. Nov. 27, 31.

"Mind Your P's and Q's." LECTURE A LECTURE will be delivered in the Y. M. C. A. HALL, ON Monday Ev'g, the 29th Inst., AT 8 O'CLOCK, BY THE REV. JOB SHENTON. SUBJECT—"MIND YOUR P'S AND Q'S" Admission, 10 Cents. Nov. 16, 1886.

P. E. ISLAND RAILWAY. ON after WEDNESDAY, 1st Dec., 1886, and continuing until mail steamer are withdrawn from route between Summerside and Point du Chene, a Special Passenger Train will leave Charlottetown for Summerside at 9 a.m., daily (Sunday excepted), connecting there with steamer for Point du Chene; returning will leave Summerside for Charlottetown every evening on arrival of steamer from Point du Chene. JAMES COLEMAN, Superintendent. Railway Office, Ch'town, Nov. 26, 1886. ex pat cod wky prs 11

Apples, Onions, Lemons, Grapes, ORANGES, &c. BY Auction, MONDAY, Nov. 29, at 10.30 o'clock, at Auction Rooms, Queen Street. A careful choice No. 1 Winter-keeping APPLES, in Baldwin's, Kissets, Tompkins, Ribston Pippin Spitz, Spys, Bishop Pippin, Calkin Pippin, Nonpareil, Vandercore, Swags, &c., direct from the growers, via Potosi Landing. ALSO— Onions, Oranges, Lemons, Grapes, &c., ex Boston steamer—all of which must be closed out. Terms—Prompt Cash on Delivery. A. MCNEILL, Auctioneer. Nov. 23, 1886.

The Merchants Bank of P. E. I. DIVIDEND NOTICE. NOTICE is hereby given that a Half-yearly Dividend, at the rate of SEVEN PER CENT per annum, on the paid up Capital Stock of this Bank has been declared, payable on and after FRIDAY, December 3rd. By order, F. MITCHELL, Cashier. Charlottetown, Nov. 22, 1886.—11 dec 3

CARD. MRS. McNEILL is still in the occupation of the Revere House, and will continue to occupy it for some years—reports to the contrary, notwithstanding. She will be glad to see all her old customers and as many new ones as will come. Nov. 20, 1886.

PRINCE EDWARD ISLAND RAILWAY.

1886-7. Winter Arrangement. 1886-7.

ON AND AFTER WEDNESDAY, DECEMBER, 1st, Trains will run as follows (Sun days excepted):—

Table with 4 columns: STATIONS, No. 1, No. 3, STATIONS, No. 2, No. 4. Lists departure and arrival times for various stations like Charlottetown, Royalty Junction, North Wiltshire, etc.

TRAINS DEPART—FOR THE EAST. TRAINS ARRIVE—FROM THE EAST.

Table with 4 columns: STATIONS, No. 5, No. 7, STATIONS, No. 6, No. 8. Lists departure and arrival times for various stations like Charlottetown, Royalty Junction, Bedford, etc.

Trains are run by Eastern Standard Time. Trains on Cape Traverse Branch leave County Line Junction at 4.10 p. m., on Tuesday, Thursday and Saturday, arriving at Cape Traverse at 5.00 p. m., and leave Cape Traverse at 6.45 a. m., on Monday, Wednesday and Friday, arriving at County Line Junction at 7.35 a. m. All other trains run daily, Sundays excepted.

JAMES COLEMAN, Superintendent. Railway Office, Charlottetown, Nov. 27, 1886.—all prs 61

LONDON HOUSE. WINTER GOODS. FURS.

The largest stock of Fur Capes in the city. Fur Boas, Huffs, Goves Jackets, Coats, in South Sea Seal, Persian Lamb, Beaver, Astrakhan and other furs, Sleigh Robes. Woollen Goods. Shawls, Wraps, Cloaks, Caps, Knit Tams, Jersey and Cloth Gloves—a large variety of these goods. MANTLES. Our Mantle Department is complete with a large assortment of Long and Short Jackets, Jerseys, Ulsters, Dolmans, Children's Jackets. READY-MADE CLOTHING. Now is the time to buy Winter Clothing, low. We have a fine stock of Men's Overcoats from \$4.00 up; Worsted and Tweed Suits, Boys' Clothing.

HARRIS & STEWART, SUCCESSORS TO GEO. DAVIES & CO.

Ch'town, Nov. 22, 1886.

IMPORTANT AND FINAL NOTICE.

We must have a Settlement at once of All Accounts due the late firm of W. A. Weeks & Co. JAMES PATON & CO. GREAT IMPORTANCE TO CASH BUYERS. IN selecting DRY GOODS, most people like to buy where they can get the Largest Assortment and Cheapest Goods for READY CASH. Our importations this Fall are larger than any other Dry Goods firm in Charlottetown, and in order to induce Cash Buyers we offer SPECIAL VALUE. Our Millinery Department is very complete—for Wedding and Mourning Outfits we cannot be surpassed. JAMES PATON & CO., WHOLESALE AND RETAIL DRY GOODS MERCHANTS, CHARLOTTETOWN. Nov. 22, 1886.

50 PER CENT DISCOUNT!

THE Large and Varied Stock of BUTTERICK'S CELEBRATED PATTERNS, embracing Ladies' and Children's Ulsters, Coats, Wraps, Basques, Boy's Suits, &c., Selling at Half Price at the Diamond Bookstore 103 (old 89) QUEEN STREET, QUEEN SQUARE. The stock is perfect and nicely arranged. Call and inspect. THEO. L. CHAPPELLE. Ch'town, Nov. 11, 1886—cod