

The Daily Examiner.

"This is true Liberty, when Free-born Men, having to advise the Public, may speak free."—EURIPIDES.

SINGLE COPIES TWO CENTS.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, TUESDAY, FEBRUARY 27, 1883.

VOL. 12.--NO. 83.

NEW SERIES.

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.

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Advertising at most moderate rates.
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quarterly, half-yearly or yearly advertisement,
on application.

SULLIVAN & MACNEILL,
ATTORNEYS-AT-LAW,
Solicitors in Chancery,
NOTARIES PUBLIC, &c.
OFFICES: O'Halloran's Building, Great
George Street, Charlottetown.
Money to Loan.
W. W. Sullivan, Q. C. | Chester B. MacNeill.
Ch'town, 1883.

DR. McLEAN,
SOURIS EAST.
Office—"Royal Oak Hotel."
Nov. 11, 1882.—1m 3aw wly 3m

McLEOD & MORSON
Barristers & Attorneys-at-Law,
SOLICITORS, NOTARIES PUBLIC, ETC.
OFFICES:
Reform Club Committee Rooms, Opposite Post
Office, Charlottetown, P. E. Island,
Merchants' Bank of Halifax Building, Sum-
merside, P. E. Island.

DR. WARBURTON,
PHYSICIAN AND SURGEON.
(EDINBURGH.)
Office in Old City Hotel, corner of Great
George and Dorchester Streets, opposite the
Athletic Chapel. Entrance on Great George
Street—right bell.
Ch'town, Nov. 14, '82.—3m

JOHN MACEACHERN,
(Late of Italian Warehouse)
AGENT FOR
Royal Fire Insurance Company, of
England,
London & Lancashire Fire Insurance
Company, of England,
City of London Fire Insurance Co.,
of England,
HAS REMOVED
His Office to his New Building,
Cor. Queen and King Sts.—Up Stairs.
Ch'town, Dec. 7, '82.

Bank of Nova Scotia.
ESTABLISHED 1832.
Paid up Capital . . . \$1,000,000
Reserve Fund . . . 325,000
An Agency of this Bank will be opened on
Monday next, 19th inst., in the building
formerly occupied by the Bank of Prince Edward
Island, under the management of the under-
signed.
Deposits will be received on interest, and
on current account.
Drafts granted on the various Agencies and
correspondents of the Bank.
Selling and other Exchange bought and
sold, and general banking business transacted.
D. C. CHALMERS,
Agent.
Ch'town, June 17, 1882.—1f

INSURANCE OFFICE.
Queen Insurance Company,
OF ENGLAND.
CAPITAL, TEN MILLION DOLLARS.
Lancashire Insurance Company
CAPITAL, FIFTEEN MILLION DOLLARS
Insurance effected on all kinds of property
at current rates. Losses settled promptly
and equitably.
DESBRISSAY & ANGUS,
General Agents,
Office—South Side Queen Square.
Ch'town, Sept. 15, 1882.

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Office—South Side Queen Square.
Ch'town, Sept. 15, 1882.

NOW OPENED
Dining and Coffee Rooms,
North Side of Queen Square,
OPPOSITE THE LAW COURTS.
D. MAY.
Ch'town, Dec. 12, 1882.—3m

FOR SALE
Lea's Sash and Door Factory,
SAWING & PLANING MILL,
Is now offered for sale.
The above property will be sold to suit
purchasers, as it now stands, or buildings
and land will be sold separate from machinery.
Also, that COMFORTABLE DWELLING
HOUSE, situated on Cumberland Street, near
Gratton.
For further particulars apply to the owner
on the premises.
PAUL LEA.
Ch'town, Jan. 5, 1883.

NOTICE.
BEING about to make a change in my
business, it is necessary that all amounts
due me be paid on or before the twentieth
January, 1883. All amounts not paid will be
sued for then, without further notice.
PAUL LEA.
Sash and Door Factory, Ch'town, Jan. 5, '83.

NOTICE.
THE business heretofore carried on by the
undersigned and the late A. B. Stewart
under the style and firm of Hickey & Stew-
art, Tobacco Manufacturers, will be con-
tinued by the subscriber under the same
style.
MICHAEL HICKEY
Ch'town, July 4, 1882.—pat 1f

DR. CONROY
HAS REMOVED his office and residence
to Mutch's Building,
Lower Great George Street,
OPPOSITE EXAMINER OFFICE.
Oct. 12 '82.—1m wly 6m

HERRING.
All Labrador Herring.
100 Barrels } Extra No. 1.
100 Half-Barrels }
50 Quarter-Barrels, Extra No. 1.
100 tons Nut and Round Coal.
For Sale by the Subscriber.
DAVID SMALL.
Ch'town, Feb. 2, '83.—1m pat

Coke. Coke.
COKE is considered to be one of the best
and cheapest kinds of fuel for BASE
BURNER STOVES and particularly suited
for the DENMARK SOFT COAL STOVE,
now so much in use. A first-class quality of
Coke can now be had at the Gas Works, for
ten cents per bushel.
Ch'town, Jan. 8, 1883.—1m eod

A POSITIVE CURE
Without Medicines.
ALLAN'S SOLUBLE MEDICATED
BOUGIES.
Patented October 16th, 1876. One box
No. 1 will cure any case in four days or
less.
No. 2 will cure the most obstinate case, no
matter of how long standing.
No dangerous doses or cubebs, copaiba, or
oil of sassafras, that are certain to pro-
duce dyspepsia by destroying the coatings of
the stomach.
Price \$1.50. Sold by all druggists, or
mailed on receipt of price. For further par-
ticulars send for circular. P. O. Box 1,533.
J. J. ALLAN CO., 83 John street,
New York
Ch'town, Jan. 8, 1883.—1f

A CURE GUARANTEED.
Magnetic Medicine!
Nerve Food
Positively cures Nerve-pain in ALL its stages
Weak Memory, Loss of Brain Power, Sexual Pro-
stration, Night Sweats, Superstitions, Leucorrhoea,
Barriveness, Spinal Weakness, and General Loss
of Power. It repairs Nervous Waste, Disen-
folds the Joints, Invigorates Strengthens the Enfeebled
Brain and Restores Surprising Tone and Vigor to the
Exhausted Generative Organs in either sex. 22¢ With
Relieved Generative Organs in either sex. 22¢ With
each order for 72 B.V. packages, accompanied with five
dollars, we will send our Written Guarantee to refund
the money if the treatment does not effect a cure. It is
the Cheapest and Best Medicine in the Market.
Full particulars in our pamphlet, which we
desire to mail free to any address.
Mack's Magnetic Medicine is sold by Drug
deals at 50 cts. per box, or 6 boxes for \$2.50, or will
be mailed free of postage, on receipt of the money, by
Mack's Magnetic Medicine Co.,
Windsor, Ont., Canada.
Sold in Charlottetown by Apothecary Hall Co.,
and in Prince Edward Island, and by all Druggists
Agents.

PARSONS' PULGATIVE PILLS
MAKE NEW RICH BLOOD.
And will completely change the blood in the entire system in three months. Any person who will take 1 Pill each night from 1 till 2 weeks, may be restored to sound health, if such a thing be possible. For curing female Complaints these Pills have no equal. Physicians use them in their practice. Sold everywhere, or sent by mail for eight letter-stamps. Send for circular. I. S. JOHNSON & CO., BOSTON, MASS.

DIPHTHERIA
CROUP, ASTHMA, BRONCHITIS.
JOHNSON'S ANODYNE UNIMENT will instan-
taneously relieve these terrible diseases, and will positively
cure ringworms of the face. Information that will save
many lives sent free by mail. Don't delay a moment.
Prevention is better than cure.
An English Veterinary Surgeon and Chemist,
now traveling in this country, says that most
of the horse and Cattle Powders sold here
are worthless trash. He says that Sheridan's
Condition Powders are absolutely pure and
invaluable. Nothing on earth will make hens lay
like Sheridan's Condition Powders. Dose, 1 teaspn-
ful to 1 pint food. Sold everywhere, or sent by mail for 8 letter-stamps. I. S. JOHNSON & CO., BOSTON, MASS.

FURNITURE, FURNITURE,
AT COST.
Opposite Post Office, Charlottetown.

REDSTEADTS, Chairs, Tables, Washstands, Sofas, Lounges, Parlor, and Drawing Room
Bedroom Suits, Looking Glasses and Mirrors, Window Furniture, Picture Frames and
Picture Mouldings.
JOHN NEWSON.
Charlottetown, Jan. 2, 1883.—1y

CHEAPEST, SAFEST, SIMPLEST
LIFE INSURANCE
IN THE WORLD.
The Dominion Safety Fund Life Association
OF ST. JOHN, N. B.
\$50,000 Deposit with the Dominion Government. Working
under Government License.
An Assessment Company with a Safety Fund. Life Insurance
at its actual cost.
Good Canvassers Wanted.
LEONARD MORRIS,
General Agent for P. E. Island.
Summerside, Oct. 28, 1882.—1y

TO LET,
The Business Premises Known as
"83 Queen Street,"
Lately in the Occupation of R. W. Tremaine.
The Stock on hand is now selling at COST and CHARGES,
will be cleared off at AUCTION about the middle of January,
of which due notice will be given.
JAS. DESBRISAY.
Charlottetown, Dec. 29, 1882.—1f

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.

Communication with the
Mainland.
The Question Aably Treated.
SPEECH BY MR. HACKETT.

MR. HACKETT—The question referred to
in the motion of the hon. member for
Queen's is one of very great importance to
Prince Edward Island. It is not a new
question; it has been discussed by Parlia-
ment, within my knowledge, every session
for the last four years, and the representa-
tives of the Island have availed themselves
of every opportunity to have it fully dis-
cussed. At the time of Confederation
GREAT INDUCEMENTS
were held out to the Island to enter the
union, tempting offers were made, but they
were all rejected by the people for the
simple fact that, owing to our isolated position
and our being shut off from the Main-
land during four months of the year, it
would be quite impossible to consummate
the Union. They said it was impossible to
expect that we on the Island, having to
contribute large sums for the construction
of public works on the Mainland, could
enter the Canadian Confederation unless
the Island was placed in continuous com-
munication with the Mainland. To meet
their views on this question the following
clause was inserted in the terms of the
Union. I will read it to show there is no
reservation whatever in the clause:—
"Efficient steam service for the conveyance
of mails and passengers to be established and
maintained between the Island and the Main-
land of the Dominion, winter and summer,
thus placing the Island in continuous com-
munication with the Intercolonial Railway
and the railway system of the Dominion."
I want to show
HOW THIS HAS BEEN CARRIED OUT.
The service may be divided into two
branches, the summer and winter service.
The same boats are running in summer as
were running in 1873 at the time of the
Union—there has been no improvement in
the means of communication. The services
are performed by an Island Company, and I
do not want to say a word in disparage-
ment of the company; they have performed
the work to the best of their ability, their
boats are well manned and the officers are
obliging and courteous; but
THE TRADE HAS OUTGROWN
the accommodation provided by the company
during the last four years the National
Policy has been in force. The result has
been as was predicted by hon. gentlemen at
present occupying the treasury benches,
that there has been an increased volume of
trade in the Province. I am very happy to
state that such has been the result with re-
spect to Prince Edward Island; the volume
of trade has increased immensely during the
time the National Policy has been in force,
and in consequence of that increased trade
the Government should be called upon to
afford additional facilities for the purpose
of carrying on that trade. We in Prince
Edward Island are not in a position to em-
bark to any great extent in manufactures;
we are an agricultural people, but we are
benefiting by the growth of manufactures
in other provinces, by the erection of sugar
refineries at Moncton, Halifax, and other
centres, and of cotton factories at Moncton,
St. John and elsewhere, increased prosper-
ity, and it would doubtless be the policy of
the Government in carrying out the system
of protection and fostering the manufac-
tures of the country to afford the agricul-
turalists of Prince Edward Island facilities to
develop in like manner, and allow them
the means of taking advantage of the mar-
kets created by the National Policy. The
hon. member for King's (Mr. McIntyre)
has spoken of great poverty existing on the
Island at the present time. It has always
been the case that Grits have proclaimed
poverty, disaster and ruin, but I am some-
what surprised that my hon. friend coming
from Prince Edward Island should have
proclaimed the opinion that the people of
the Island are in want and misery. Such
is not the fact. Let me show what has
been the result of the National Policy in the
county I represent. If 1878 the exports
from the port of Summerside in Prince
County to other ports of the Domin-
ion, not foreign exports, amounted in value
to \$136,940. In 1882 the value had in-
creased to the enormous sum of \$466,415,
or an average of 300 per cent.

MR. DAVIES.—Of what did the exports
consist.
MR. HACKETT—I am very happy to in-
form the hon. gentlemen that they consist-
ed largely of the agricultural produce of
Prince County. In 1878 when we were
unable to sell those products in the neigh-
boring provinces we were obliged to seek
a foreign market, but now we are able to sell
them in Moncton, St. John, Halifax and
other rising towns in the neighboring
provinces of Nova Scotia and New Brun-
swick, and are not obliged to seek a market
abroad.
BETTER ACCOMMODATION AT SUMMERSIDE.
Without dealing at greater length with
this branch of the subject I may state, in
relation to the Port of Summerside that
being in Prince County and contiguous to
the neighboring Province, it will be the
port from which this trade will be carried
on, and I hope, from the fact that there is a
good harbor at Summerside, and that the
railway runs down to the water, and that
there is a good harbor at Point DuChene in
the other Province, and that the Inter-
colonial runs down there, the Government
will place on that route better means of
communication than at present exist.
Those boats, while suitable for the service
eight or ten years ago, are not suitable for
the present trade. We want better boats.
It has been stated that freight was lying
on the wharf. The people have been
unable to obtain facilities for transport, and
the consequence has been great loss to them.

ALTHOUGH I do not want to say anything
disparaging to the Island Navigation
Company, it must be remembered that the
interests of the whole people are greater
than those of a private company, and I hope
before another year has passed, if the pre-
sent company will not enter into a contract
for carrying on the service more satisfac-
torily than for the past few years, the Govern-
ment will call for tenders, and offer a
sufficient subsidy to any company that will
provide satisfactory boats to perform the
service. I do not think that I need say a
great deal more with regard to the summer
route.
THE WINTER SERVICE.
I shall now come to the winter service,
and I may say with reference to this
question, that it has been discussed at some
length in this House during the last four
years, and more. At the time when we
entered the Confederation—as I have just
read—it was stipulated that continuous
communication, winter and summer,
should be maintained at the expense of the
Government of the Dominion, between
P. E. Island and the Mainland. Well, Sir,
that clause in the contract was hailed with
delight by the people of Prince Edward
Island. They said: "Now, we will get
into a new groove; we will take a new de-
parture. This will mark a new era in the
history of Prince Edward Island"—And
they accepted with great readiness the
terms of union; but what has been the fact
—so far as the winter service is concerned.
There has been no change with the excep-
tion of the "Northern Light," to which I
will refer a little further on, and as has
been shown, there has been no change in
the summer service; everything has re-
mained in the same state. The crossing at
the capes is performed by little boats, which
are hauled across the Straits of North-
umberland, a distance of nine miles. This
was the system which prevailed fifty or
sixty years ago. There has been no im-
provement. I do not censure in this
relation one Government more than an-
other. With regard to the Cape crossing
before we entered the Union, the men who
lived at the Capes kept up the communi-
cation for mails and passengers, in mid-
winter between the Island and the
Mainland; and were it not for
these men—and such men are not
found frequently—we would be shut out
altogether, at times, from communication
with the Mainland. These men have spent
their lives at this work; they have become
worn out in the service, and still we find
them doing this important work, and I
think that the least the Government can
do is in some way to improve this com-
munication. My hon. friend (Mr. Jenkins)
has stated that he had an interview with
the leader of the Government, with respect
to this service. I may say that I accom-
panied him on that occasion, and owing to
the very friendly and courteous manner in
which we were received, and the inducements
which were held out, I am very
certain that before another year elapses—
it is too late to do anything this season—
the communication at that point will be
improved.

THE "NORTHERN LIGHT"—A NEW DEVELOP-
MENT.
With regard to the "Northern Light"
winter service, my hon. friend of the Opposi-
tion (Mr. McIntyre) stated that the
"Northern Light" had fulfilled, in a great
measure, the terms of Union; but, I con-
tend that she has not done so. No! There
has been no fulfillment in this respect, of
the terms of Union. The hon. gentleman
makes the statement that she was built ex-
pressly for this service. Nothing is farther
from the truth. I have it from the gentle-
man who built her, the late Mr. Sewell,
of Quebec, that she was intended for the
navigation of the lower St. Lawrence,
and not at all for the Gulf, when the late
Government came and took her off his
hands.
MR. JOHN A. MACDONALD.—Hear, hear.
MR. HACKETT.—That is the fact. Mr.
Sewell stated to me—he has since said—"He
advised the Minister of Marine and Fisheries,
and the Government at the time, to lengthen
her twenty feet; she was too short, and not
heavy enough to contend with the ice in the
Gulf. She was too light and too short; she
required lengthening for twenty feet; but
they would not consent. They said that they
were going to try her. It was a mere experi-
ment, and in the meantime, they would make
a trial of the vessel; what! It was only an
experiment? An experiment with the people
of Prince Edward Island in the carrying out
of the terms of Union! Why Sir, I say that
no greater insult was ever offered to a free
people. Why should they experiment with
us? It was no experiment to cross such a
body of water in mid-winter. It is well
known that on the coast of Newfoundland
in their seal-fishing expeditions, they go
through hundreds of miles of ice, heavier than
is encountered in the Straits of North-
umberland. Why, if they really wished to
carry on the terms of Union, did not the late
Government bring one of the sealing vessels,
which would have been suitable for the ser-
vice, and put her on this route? They should
not have trifled with the people of Prince
Edward Island, by making any experiment
at all! They should have taken the
course I mention; and had they
done so, we would now have some prac-
ticable service. But they did not do so;
they sent down the "Northern Light," which,
as every person who knows the record of the
vessel is aware, cost this country \$60,000 or
\$70,000 before she reached the Island. Her
first attempt was a failure—a most ignomi-
nious failure. It was supposed that she would
pass through three feet of green ice, but as
my hon. friend beside me (Mr. Jenkins) has
stated, she would not go through six inches of
blue ice. At that time she had actually to be
cut out. She has done a little better since, I
am willing to admit; but I contend that she
has not fulfilled the terms of the Union with
respect to steam service. On the other hand,
if the late Government had not placed this
steamer on that route; had they been wiser,
and instead of buying such a vessel as the
"Northern Light," and putting the contract
in the hands of a political friend, and being
guilty of political corruption; had they invited
tenders and said, "We will invite the world
to come and build a boat for this service"—then
(Cont. in next on fourth page.)

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tenders and said, "We will invite the world
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THE WINTER SERVICE.
I shall now come to the winter service,
and I may say with reference to this
question, that it has been discussed at some
length in this House during the last four
years, and more. At the time when we
entered the Confederation—as I have just
read—it was stipulated that continuous
communication, winter and summer,
should be maintained at the expense of the
Government of the Dominion, between
P. E. Island and the Mainland. Well, Sir,
that clause in the contract was hailed with
delight by the people of Prince Edward
Island. They said: "Now, we will get
into a new groove; we will take a new de-
parture. This will mark a new era in the
history of Prince Edward Island"—And
they accepted with great readiness the
terms of union; but what has been the fact
—so far as the winter service is concerned.
There has been no change with the excep-
tion of the "Northern Light," to which I
will refer a little further on, and as has
been shown, there has been no change in
the summer service; everything has re-
mained in the same state. The crossing at
the capes is performed by little boats, which
are hauled across the Straits of North-
umberland, a distance of nine miles. This
was the system which prevailed fifty or
sixty years ago. There has been no im-
provement. I do not censure in this
relation one Government more than an-
other. With regard to the Cape crossing
before we entered the Union, the men who
lived at the Capes kept up the communi-
cation for mails and passengers, in mid-
winter between the Island and the
Mainland; and were it not for
these men—and such men are not
found frequently—we would be shut out
altogether, at times, from communication
with the Mainland. These men have spent
their lives at this work; they have become
worn out in the service, and still we find
them doing this important work, and I
think that the least the Government can
do is in some way to improve this com-
munication. My hon. friend (Mr. Jenkins)
has stated that he had an interview with
the leader of the Government, with respect
to this service. I may say that I accom-
panied him on that occasion, and owing to
the very friendly and courteous manner in
which we were received, and the inducements
which were held out, I am very
certain that before another year elapses—
it is too late to do anything this season—
the communication at that point will be
improved.

THE "NORTHERN LIGHT"—A NEW DEVELOP-
MENT.
With regard to the "Northern Light"
winter service, my hon. friend of the Opposi-
tion (Mr. McIntyre) stated that the
"Northern Light" had fulfilled, in a great
measure, the terms of Union; but, I con-
tend that she has not done so. No! There
has been no fulfillment in this respect, of
the terms of Union. The hon. gentleman
makes the statement that she was built ex-
pressly for this service. Nothing is farther
from the truth. I have it from the gentle-
man who built her, the late Mr. Sewell,
of Quebec, that she was intended for the
navigation of the lower St. Lawrence,
and not at all for the Gulf, when the late
Government came and took her off his
hands.
MR. JOHN A. MACDONALD.—Hear, hear.
MR. HACKETT.—That is the fact. Mr.
Sewell stated to me—he has since said—"He
advised the Minister of Marine and Fisheries,
and the Government at the time, to lengthen
her twenty feet; she was too short, and not
heavy enough to contend with the ice in the
Gulf. She was too light and too short; she
required lengthening for twenty feet; but
they would not consent. They said that they
were going to try her. It was a mere experi-
ment, and in the meantime, they would make
a trial of the vessel; what! It was only an
experiment? An experiment with the people
of Prince Edward Island in the carrying out
of the terms of Union! Why Sir, I say that
no greater insult was ever offered to a free
people. Why should they experiment with
us? It was no experiment to cross such a
body of water in mid-winter. It is well
known that on the coast of Newfoundland
in their seal-fishing expeditions, they go
through hundreds of miles of ice, heavier than
is encountered in the Straits of North-
umberland. Why, if they really wished to
carry on the terms of Union, did not the late
Government bring one of the sealing vessels,
which would have been suitable for the ser-
vice, and put her on this route? They should
not have trifled with the people of Prince
Edward Island, by making any experiment
at all! They should have taken the
course I mention; and had they
done so, we would now have some prac-
ticable service. But they did not do so;
they sent down the "Northern Light," which,
as every person who knows the record of the
vessel is aware, cost this country \$60,000 or
\$70,000 before she reached the Island. Her
first attempt was a failure—a most ignomi-
nious failure. It was supposed that she would
pass through three feet of green ice, but as
my hon. friend beside me (Mr. Jenkins) has
stated, she would not go through six inches of
blue ice. At that time she had actually to be
cut out. She has done a little better since, I
am willing to admit; but I contend that she
has not fulfilled the terms of the Union with
respect to steam service. On the other hand,
if the late Government had not placed this
steamer on that route; had they been wiser,
and instead of buying such a vessel as the
"Northern Light," and putting the contract
in the hands of a political friend, and being
guilty of political corruption; had they invited
tenders and said, "We will invite the world
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