

THE EXAMINER.

VOL. 6.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, THURSDAY, APRIL 8, 1880.

NO. 117

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.	
Cadigan	" 8.46 "	
Mt Stew't Junc.	Dp 10.10 "	
Royalty Junction	" 11.27 "	
(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	" 10.55 "	" 5.55 "
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 "	
Sum'side	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 "	" 10.33 "
Charlottetown	Ar 6.00 p. m.	Ar 11.00 a. m.
Royalty Junction	Dp 2.30 p. m.	
Mt. Stw't Junc.	" 2.53 "	
Charligan	Ar 4.10 "	
Georgetown	Dp 4.15 "	
	" 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	" 6.43 "
Souris	Arrive 7.10 "

ALEX. MACMAB,
Supt and Engineer.
Railway Office, Chtown, Nov. 28, 1879.
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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 66, 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,
Trustee.
Charlottetown, Feb. 19, 1880—2aw

Daily Examiner!

1880.

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SECOND EDITION

THE DAILY EXAMINER.

APRIL 8, 1880.

NOTES FROM THE CAPITAL.

HOUSE OF COMMONS.

Prince Edward Island Railway Communication.

MOTIONS FOR PAPERS.

Mr. BRECKEN, in moving for an Address for copies of all surveys, engineers' reports, correspondence, memorials, papers and documents, having reference to a proposed railway connecting Cape Tormentine, in the Province of New Brunswick, with the Intercolonial Railway, and also connecting Cape Traverse, in Prince Edward Island, with the Prince Edward Island Railway, said: I may remind the House that, when the Province of Prince Edward Island entered Confederation, in 1873, among the terms of Union guaranteed to that Province was the following:—

"Efficient steam service for the conveyance of mails and passengers to be established and maintained between the Island and the mainland of the Dominion, winter and summer, thus placing the Island in continuous communication with the Intercolonial Railway, and the railway system of the Dominion."

It is well known to this House that efforts have been made to carry out this promise. The steamer "Northern Light" was built by the late Government, led by the hon. member for Lambton, and placed on the winter route between Georgetown in the Island, and Pictou in the Province of Nova Scotia. I do not profess, Mr. Speaker, to have such a knowledge of shipping as to warrant me in saying whether that vessel is properly modelled and built for the work intended for her, but I doubt very much whether it is possible to construct a steamer, I care not on what model or by what moulds, that will be able to keep up regular and constant communication throughout the winter months between the Island and the mainland, I do not believe it possible. I do not wish to undervalue the services of the winter steamer; she is no doubt an advantage to us, inasmuch as she keeps open the communication with Nova Scotia for six weeks after our summer boats cease running; the freight that she carries is a great advantage to our merchants, besides affording facilities for females to travel to and from Prince Edward Island, which rarely takes place by the way of the Capes. From the experience we have had of the "Northern Light," now extending over four winters, I feel justified in stating to this House that no winter steamboat communication can fairly and thoroughly carry out and fulfil that condition of the Union which assured to us efficient steam service for the conveyance of mails and passengers between the Island and the mainland, placing us in continuous communication with the railway system of the Dominion. Mr. Speaker, the people of the Island look with confidence to the Government to carry out fully and honestly this condition. In 1878, the predecessors of the present Government sent an engineer to make a survey of the country lying between the Intercolonial Railway and Cape Tormentine, in the Province of New Brunswick, and between Cape Traverse and the railway on the Island. Mr. McLeod's report may be said to be in favour of the undertaking. After examining several competent witnesses, living on both sides of the Straits of Northumberland, whose occupations have been for years to make the winter crossing, and whose experience was placed at his disposal, he reports:—

"That the evidence appears to show that the most reliable way of crossing to the Island is by the ice-boats, and that a steamer cannot be used during that period; that there is no part of the Straits where the ice opens at regular intervals, but that the movements of the ice are governed by the wind; that the best crossing for the ice-boats is between Allen's on the mainland and Cape Traverse on the Island; also that a screw steamer, drawing about 10 feet of water, would be the most suitable at all seasons when the crossing is practicable, and that the ice-boats would be enabled to commence crossing when the steamer is forced to stop."

On reading over Mr. McLeod's report, and looking at his estimates of the cost of constructing wharves on the New Brunswick and Island sides of the Straits, it is quite evident that his idea was to provide protection and accommodation for a steamer of the draft of the "Northern Light," which is from 18 ft. to 20 ft., for he speaks of building a wharf at Cape Jourdain, about 2,100 feet long, at a cost of about \$147,000, which will give 700 ft. of wharf at from 10 ft. to 12 ft. at low water spring tides, while, at Cape Traverse, he reports that the present wharf should be lengthened 740 ft. and widened, making it 2,200 ft. long, at a cost of about \$95,000. Less draft of water, and wharves probably of one-half Mr. McLeod's estimate, would be sufficient to accommodate a small tug-boat necessary for the efficient winter crossing. The country between Amherst and Cape Tormentine is very favourable for the con-

struction of a branch railway at a very reasonable cost. This would involve a distance of about thirty four miles, while the proposed branch between Cape Traverse on the Island and County Line station, runs a distance of about eleven miles, and through a country quite level. This latter route is, I believe, the shortest and most economical. The whole work might be constructed at a cost of about \$400,000. The Straits of Northumberland are about nine miles wide in a direct course. The men employed in the hazardous and arduous service of carrying mails and passengers across these Straits are a brave, hardy, and careful body of men. Too much cannot be said in their praise. I doubt very much, Mr. Speaker, whether any body of men employed in the Public Service of this Dominion work harder, and are so poorly paid as our mail carriers. Hon. members who fortunately live on the mainland and who reside near the centres of commerce are accustomed to receive with regularity their letters and correspondence, can scarcely conceive the disadvantages which the mercantile community and others in Prince Edward Island labor under from the delays and irregularities which occur in despatching and receiving Island mails. This is a matter of great moment to the Island, the drawbacks which are incident to our insular position should receive the earnest consideration of the Dominion Government, and we may ask as a matter of right under the terms of Union that these disadvantages should be lessened as much as possible. We see railroads involving the expenditure of millions being built in other parts of the Dominion yet unopened, and we, from the Lower Provinces, give our support to these great undertakings, believing that they will tend to develop these hitherto unsettled Provinces. But we, from the Lower Provinces, come from a country thickly populated, which does not possess the means of communication which are afforded to the people settling in the North West. We do not speak in a complaining spirit, because we believe both sides of the House were waiting to learn the result of the "Northern Light" experiment, which I boldly assert has failed to secure that continuous communication which we have a right to expect under the Terms of Union. I urge upon my hon friend the Minister of Railways and his colleagues to give this matter their earnest consideration, and to see that the people of Prince Edward Island receive their due, and that the terms promised to us are faithfully and honestly carried out, and that too, with as little delay as possible.

MR. HACKETT: This question of winter steam communication is of great importance to the people of Prince Edward Island. The prospect of obtaining it was one great reason why the people of the Island consented to Confederation. It was well understood by the people of the Island at the time of Union, and it is better understood to-day that owing to the peculiar situation of the Island, to her insular position, and to the fact that for five months of the year her coasts are completely surrounded with ice, she could not derive any benefits from Confederation. The people of the Island were aware that the Dominion was pledged to the construction of public works of great magnitude, such as the opening of canals, the building of railways, and other work of a similar nature. They also knew that, on becoming a part of the Dominion of Canada, they would be compelled to contribute their share for the construction of these works, and, unless means of communication bringing them in connection with the railway system of the Dominion, winter and summer, were secured to them, they would not be in a position to participate in the benefits which would accrue to the rest of the Dominion by the construction of these works. They therefore have it expressly stipulated in the terms of Confederation, that efficient steam communication, winter and summer, should be maintained by the Dominion Government, for the conveyance of mails and passengers to and from the Island. Now let us consider for one moment how this part of the compact has been carried out. We find that for the first two years after Confederation nothing at all was done towards fulfilling this part of the contract, so far as the winter season was concerned. In the year 1876, the Government, recognizing the rights of the Island in this matter, placed the now famous "Northern Light" upon the route between Georgetown and Pictou. I am not going to say anything disparaging of the "Northern Light." She was built expressly for the purpose of testing the practicability of navigating the Straits in midwinter. She was merely placed there as an experiment, and, if she has not come up to the expectations of those who took an interest in her, she has not altogether proved a failure. She has at intervals succeeded in effecting a crossing, sometimes making her trips with considerable regularity, and sometimes being for a whole week at a time locked in the ice, being unable to move in any direction. She has, however, been successful to a certain extent, and her operations have been of great benefit to those engaged in trade, as they have been enabled to receive consignments of goods that they otherwise would have to do without till spring. With regard to the carriage of mails and passengers, which is, after all, the main feature of this affair, and which is the only part of the original compact that we can insist upon having carried out, her operations have been most unsatisfactory. Even during the present winter, which has been one of the most successful seasons,

it was found necessary about the middle of January to take the mails away from her, and have them forwarded by the only route by means of which communication can be kept up with the outside world in midwinter—the Capes route. Capes Traverse and Tormentine are only separated by a strait of some nine miles in width, and experience has shown, after many attempts at other points, that this is the route which must be adopted for our winter mail service. Such being the fact, it becomes the duty of the Government to so improve this route to make it as perfect as possible, and all their energies and means should be concentrated on this one point. At present, the crossing is effected by use of the small ice-boats as it was before Confederation. I need not refer to the difficulties and hardships experienced by the brave and hardy men who have to perform this service, who are called upon in the middle of our severe winters to risk their lives in the public interest. They have been most successful in performing this duty, and owing to their skill and ability, we are enabled to receive our mails with some degree of regularity. But the great difficulty they have to contend with is not the ice but open water, when high winds prevail, and they have been frequently compelled to return on account of the open water and lolly, without being able to effect a crossing. It is believed by parties who are competent to judge in this matter that a small steamboat to supplement the ice boats would perfect this service so far as the crossing is concerned. The only thing then required to render this service complete, would be to connect this ferry with the Intercolonial and Prince Edward Island Railways; this would necessitate the construction of two short lines of railway on both sides. With this object in view, the late Government ordered a survey to be made of the proposed branches. This survey was made by Mr. McLeod, C. E., a gentleman of considerable ability, and he reported that the building and equipping of the railways, as well as the construction of wharves on both sides, sufficient to accommodate a steamer drawing 10ft. of water, would cost about \$600,000. I am of opinion, however, that it is not at all necessary to provide wharfing to the extent estimated by Mr. McLeod; that wharves sufficient to accommodate a vessel drawing 10ft. of water will answer all purposes, and thereby saving of about \$100,000 would be effected. It will thus be seen that about \$500,000 will be the whole expenditure required, and, when we consider the large expenditure which is going on every year for the purpose of keeping faith with the Province of British Columbia, amounting to millions of dollars, I think we are not asking for anything unreasonable when we request that this small amount shall be expended at once for the purpose of carrying out the solemn compact entered into with Prince Edward Island. In looking over a debate which took place in this House on this subject in 1878, I was pleased to find that the hon. the Minister of Railways and Canals, then in opposition, expressed himself in the following manner:—

"It was a part of the terms of Union with Prince Edward Island, and the Government of Canada was bound to accomplish, if that were possible, that communication which had been attempted to be made by means of the "Northern Light."

I presume the hon. gentleman is of the same opinion still, and now that it is clearly established that communication must be kept up by way of the Capes, I hope he will at once take action and cause these branch railways, so necessary to this communication, to be built without delay and thus carry out the terms of the Union with Prince Edward Island.

A WONDERFUL COINCIDENCE IN LOTTERY NUMBERS.—Ambrogio, a Neapolitan monk, who since the closing of the monasteries had wandered about begging, has died in the hospital at Naples of injuries inflicted by two men who insisted on his telling them the lucky number in the forthcoming lottery. On his disclaiming such powers they shockingly maltreated him, but in the hospital he mentioned the numbers 13 and 65. This being published in the papers, numbers of persons backed those figures, while others backed 37, which in their cabala signifies monk, and these three numbers happened to win. The Government will be mulcted of two million lire through this coincidence.—London Times.

A ST. PETERSBURG cable to the New York Herald says the Russian Government is considering the expediency of purchasing arms and ammunition in America and shipping them to Vladivostok to equip, for the purpose of withstanding the anticipated Chinese attack. It is also in contemplation to purchase a large quantity of coal in America for shipment to Vladivostok to supply the Russian fleet in the Pacific. Preparations for a formidable Mohammedan movement against China are believed to be already on foot.

The New York Nautical Gazette states that when the four steam yachts, building at Chester, Philadelphia, and Newburg, are finished, they will race to Southampton, England. The pool will be \$50,000, the first boat to take the prize.

POTATOES FOR ENGLAND.—The Norwegian barque Erragon, 476 tons, arrived at Halifax the 3rd from New York, to load potatoes for London.