

THE DAILY EXAMINER
NOVEMBER 9, 1881.

Reform of the French Senate.

The changes in the constitution of the French Senate, advocated by M. Gambetta's organ, are not, after all, very radical or sweeping. The following reforms are proposed:—The prerogatives of the Senate in financial matters should be limited; the seventy-five life Senators should in future be elected by both Chambers, and the number of constituents who elect the other 225 should be largely included in towns, which it is contended are not fully represented at present. A correspondent very aptly remarks that, after all the threats and agitation of the electoral campaign, the relative moderation of this programme is something of a surprise.

Temperance Legislation.

It seems to us that the proper time to have published the article on "Moral Suasion," which appeared in the Patriot of last evening, was before the Scott Act became law, or, at least, before it was formally accepted by a majority of the people of this Island. We now have—by the act and deed of the people of this Province—a law which prohibits the sale of spirituous liquors as a beverage; and the practical question now is, not whether or not the liquor traffic can be made inoffensive to the community by "moral suasion," but whether or not the law shall be respected. A majority of our people seem to think that it should be respected; in the interests of morality, generally, it should be respected; for if rogues find out that they can with impunity disregard the law which says that liquor shall not be sold as a beverage, they will speedily come to the conclusion that the laws prohibiting misdemeanors generally may be evaded. We should either respect and enforce the law, or not have it at all.

We do not, however, see why, though the law should be rigorously carried out, moral suasion should not also, at the same time, do its beneficent work. Why should not force and suasion both be applied for the purpose of accomplishing such a great and good work as the reduction of the evils of the liquor traffic?

The Land Act.

THE Land Act is now working, and some of its results are known. On an estate called "the Crawford Estate," rents have been reduced twenty-five per cent; and the landlord is to pay half the "county cess." The following statement shows how much the Crawford tenantry have gained by the decisions of the Land Commissioners:

Table with 4 columns: Description, £, s, d. Rows include Crawford estate (431 acres), Griffith's valuation, Rents prior to 1865, Rents since 1865, Reduced rent, Present reduction.

An Armagh correspondent, discussing the fears entertained in some quarters in regard to a block in the working of the Land Act, says it is obviously absurd to suppose that because so many thousand notices have been served they will, or even a decent proportion of them, ever come to trial. He says that as soon as a few decisions have been given, and as soon as the tendency of the decisions begins to be grasped by landlord and tenant, amicable arrangements will take place in an overwhelming proportion of the cases. This would seem to be the common-sense course to pursue.

Hon. Mr. McPherson on the Irish Trouble.

WHILE in London, (G. B.) Hon. Senator McPherson was interviewed by a correspondent of the Toronto Mail. He is reported to have spoken sadly and commiseratingly of the deplorable state of Ireland, and with deep earnestness expressed the hope that the condition of that unhappy country might speedily be ameliorated. But he would allow no obstacle to be thrown in the way of beneficent legislation. He would not be trifled with and flouted by agitators who are seeking only their own fame and aggrandizement, and endeavor by violent and inflammatory harangues to attract that notice which, under ordinary circumstances, would never be won by them. He held decidedly that the English Government had dallied with the matter too long—had almost betrayed a lamentable weakness and indecision. The arrest of Mr. Parnell, as the chief of the agitators, he commended as a wise and bold step, but it had been delayed unreasonably. Repressive measures adopted earlier would have carried more weight, and might have avoided much misery and distress, whilst recent outrages perchance might not have occurred. As for the notion that incendiary agents of the Land League could ever make much headway in Canada, he almost laughed at the idea. There was a wealth of pride in Mr. Macpherson's tone as he said "the Irish in Canada rank among our best, most hard working, peaceable, and respectable citizens." Their indomitable energy, he continued, excited the highest admiration. It might be that agitators by painting vivid pictures of the distressed condition of Ireland would be able to obtain some money from Irish-Canadians—he hoped not; but they would never be able to persuade those people to countenance anything approaching violence or sedition. The Irish in Canada were far too enlightened for that.

The Great Northwest.

THE COUNTRY—ITS PRODUCTIONS—ITS FUTURE.

This is the heading of an excellent lecture delivered by Rev. Principal Grant, of Queen's College, Kingston, Ontario, at the Opera House in that city on the evening of the first instant.

Many of our readers will remember that Principal Grant was for some years the popular minister of St. David's Church, Georgetown, and St. Columba's Church, Blair Athol, St. Peter's Road, in this Province. Some eight or nine years ago he travelled through large portions of the Northwest Territories, and wrote a book entitled "Ocean to Ocean," giving a description of the country as it then appeared to him. During the past year, Principal Grant again visited the Great Northwest; and his lecture at Kingston shows that his knowledge of the country is not gleaned from books nor from hearsay, but from a personal acquaintance with its soil, resources, productions, climate, people and general capabilities. He is no theorist, and his high reputation and position as a man of unblemished record will add greatly to the weight and force of his statements in favor of that part of our country.

Dr. Grant shows the different routes by which to get to the North West at the present time; but he says:—

"No Canadian can be satisfied until there is an all rail route through our own territory. To complete it only 600 miles of railway are now needed, the section, namely, between Lake Nipissing and a junction with the Thunder Bay Branch already referred to. Until this 600 miles is built we cannot feel comfortable. It is indispensable from a national point of view. The country is not one until we can get from province to province without going through foreign territory. No farmer would feel comfortable if he had not a right of way from one part of his farm to another, or if he were dependent for it on his neighbor's good will. If he cannot secure that, he had better sell his farm in whole or part. So if we can't build that 600 miles of railway we had better give up the dream of being an independent people. (Cheers.) Before the Intercolonial was built, the Maritime Provinces had a taste of what is meant by passing through a foreign country in order to get to Ontario or Quebec, and the experience was by no means satisfactory. The intercolonial is worth all that it cost and a great deal more. We had similar experiences in the West at the time of Riel's little rebellion, when so many obstacles were interposed to our volunteers getting through the Sault Canal. That which has been, is that which shall be. No people that respect themselves should be dependent on their neighbors for a right of way. Others will respect us only when we respect ourselves. (Applause.) Not only is this road necessary, but its value as a direct link of connection with the Northwest should induce us to build it. Every-one now believes in the future greatness of the North-west. Shall we then at the outset make the North-west tributary to another country, or shall we secure direct connection with it as speedily as possible? We are told that it will pass through a wilderness. On the contrary there are indications of vast forest and mineral wealth, and a railway is indispensable to open them up. The old principle was—get people into a country and they will build railways; the modern principle is—build railways and the people will get into the country and open it up. We have an illustration at our own doors. When would the vast iron deposits on the Mississippi back of us have been worked, when would the charcoal company have been formed, with prospects of vast smelting operations to follow, if the Kingston & Pembroke Railway had not first been built?

In speaking of the contract for the construction of the great Canada Pacific Railway, he says:—

"The thing has been done, and done with the approval of ins and outs, for both at different times committed themselves to the principle of a company, and I believe the country, probably from a distrust as to the exercise of patronage by a government, generally took the same view. Our duty now is to see that the Syndicate fulfils its contract, and at the same time we must keep faith with the Syndicate in letter and spirit, and loyally support them in the great work they have undertaken. Their success will be our success, their failure a national failure."

The rapid growth of the country can be best understood when we are told that Winnipeg, nine years ago, consisted of a few shanties and saloons; now it is a city of 15,000 people, with wide streets and solid buildings—many of them of stone and brick—mills, iron bridges, railway depots, and all the other symbols of modern civilization. Between nine and ten thousand ploughs have been sold in Winnipeg this season. Every one of those ploughs represents a homestead. This means increase of wealth and prosperity. The picture which the thousands of little houses of square logs which the settler first builds—dotted over an immense expanse of country—reminds the lecturer of the poetic lines:

"I hear the tread of pioneers
Of nations yet to be;
The first low wash of waves where yet
Shall roll a human sea."

The general description given of the soil is that of "a peaty or sandy loam, resting on a tenacious cream-colored clay. The loam is rich enough to stand wheat cropping for a generation or two without manure. The clay retains the moisture, and supplies it to the roots of grass and grain in the hottest weather. The soil in Manitoba combines for the cultivation of wheat, the advantages of loamy and calcareous soils. The wonderful succulence of the grasses makes it one of the best grazing countries in the world. 'Some of our horses accompanied us over more than a thousand miles of country, travelling at a good rate, and though

though they fed only on the grass they picked up by the way, and at night and on Sundays, they looked as well at the end of the journey as they did at the beginning."

Concerning those who should go to the North-West, Principal Grant says that it is impossible for too many Canadian farmers to go there—they know how to accommodate themselves to new conditions, and would be of great service to Old Country emigrants in teaching them how to overcome many of the difficulties incident to settlers—in new countries.

He alludes in complimentary terms to Lord Lorne's trip to the North-West last summer, and says that no Governor-General ever did a wiser or more patriotic thing than he did, when he devoted last summer to "roughing it," that he might see with his own eyes, and make all England and Scotland see by means of his correspondents and artists the greatness of this Canada of ours.

The Professor concluded his most interesting and eloquent lecture with the following magnificent description:—

This whole land of Canada with its ocean lakes and boundless forests, rivers like sea and exhaustless pastures on sea and shore, let every one of its children love and serve with loyal service. It is a good land; from the coppermines of Newfoundland to the gold of Cariboo; from the coal of Cape Breton to the coal of Nanaimo; from the cod, herring and halibut of the Atlantic to the salmon of the Fraser and the hoolichans of Queen Charlotte's Island; from the harbors of Nova Scotia to the fords of the Pacific. But where in the centre and pivot of this vast country, whose three sides are washed by three oceans, and its fourth the water-shed of America? Not even the great province of Ontario, more than a thousand miles from the sea. Its centre is that Northwest of which I have spoken. No one can breathe its stimulating air, no Canadian can think of it without the vision of the future coming before him. Then his heart swells with joy, with gratitude, with exultant hope; for the man that has no pride in his country is a maimed creature, one to be pitied as we pity the blind, the deaf, the dumb, the idiot. A vision comes before us of countless flocks and herds, of vast expanses of golden grain waving in the breeze, of warehouses filled with food for the millions across the sea, of expanding commerce, enlarging cities and homesteads by the hundred thousand, the abodes of fellow-citizens, industrious, prosperous, loyal, God-fearing. All this is ours, and with all the gathered wealth of the past to boot, our fathers' memories and our fathers' flag. The past with its wisdom is ours, the present with its ample possessions, the future with its ample promise; ours without a single break in national development or historical continuity. Ought we not to thank God for our inheritance? (Loud applause.)

Islanders Abroad.

"The Gaelic congregation of this city presented a purse of \$77 to D. McLeod, who during the summer preached in 'the language of Paradise' to appreciative assemblies every Sabbath afternoon."—Montreal Presbyterian College Journal.

[Mr. McLeod is from Belfast. He is a young man of sterling worth and unblemished character. We wish him every success.—Ed. EXAMINER.]

Mr. Angus McLeod, son of Norman McLeod, Esq., of Valleyfield, was lately appointed Principal of the New Glasgow School, Nova Scotia. Mr. McLeod taught the Belfast Grammar School for some time. We congratulate the people of New Glasgow on their excellent choice; but hope that Mr. McLeod will, before long, be induced to give his valuable services to his native Province.

SHIP NEWS.

PORT OF CHARLOTTETOWN.

ENTERED.
Nov 9—Lenora, Wright, Shediac, bal; Miramichi, McFadyen, Crapand, potatoes; Enterprize, Halliday, Tryon, potatoes, Ellen, Jollymore, Pictou, pork; Arthur, Bonnell, Murray Harbor sundry articles; C Pearl, Smith, Cape Wolfe, potatoes.

CLEARED.
Nov 9—Seafam, Smith, Baltimore, potatoes; Lilly of Clyde, Hagar, Boston, potatoes; Ann May, Glyn, Nfld, potatoes; Confederate, McKay, Halifax, potatoes; Excel, Dewar, Pictou, bal; Ellen, Jollymore, Pictou, bal; Amateur, McDonald, Sydney, C, B, bal.

NOTICE TO MARINERS.

OTTAWA, Nov. 1st, 1881.—The light-house recently erected upon the headland of Cape Bear, Straits of Northumberland, King's County, Prince Edward Island, has been put in operation. Position: lat. 46.0 35' N., long. 62 27 16 W. The light is a revolving red catoptric, attaining its greatest brilliancy every thirty seconds. It is elevated 74 feet above high water mark, and should be visible 12 miles from all points seaward. The building is of wood, painted white, and consists of a square tower 46 feet high from the base to the vane on the lantern with dwelling attached. A steam fog whistle, recently erected in close proximity to the lighthouse on the east point of Scatterie Island, Cape Breton County, Province of Nova Scotia, will be put in operation on the 15th inst. Position, lat 46 2 25 N, lon 59 40 30 W. Daring fogs and snow storms the whistle will sound two blasts of five seconds' duration, with an interval of ten seconds between them in every minute.

DIED.

At Mount Stewart, of lung disease, after an illness of six months, which she bore with resignation to the Divine Will, Ellen J. Coffin, the beloved wife of Jonathan Jay, aged 25 years and five months. She leaves three small children and an affectionate husband, besides a large circle of friends and relations to mourn their irreparable loss. She died in the sure hopes of a glorious immortality.

On the 26th of October, at his residence, 298 Soadina-avenue, Toronto, Thomas Walker Ferrell, aged 65 years.

HORSES. HORSES.

I WILL buy or carry on freight a limited number of good Carriage Horses ex-bright, "SABALIE," to Demoras. Parties wishing to ship Horses had better engage at once.

GEO. COOMBS, Ch'town, Nov. 9, '81—tf w/11 Water St.

CORRESPONDENCE.

We do not hold ourselves responsible for the opinions or statements of our correspondents.

Letter from Capt. McLeod.

To the Editor of the Examiner.

SIR,—Your issue of the 2nd instant contains an impertinent letter from Newton Lee, the reputed owner of a horse named All Right. Had Mr. Lee been content with puffing his horse, I would find no fault. Having been tested by competent judges, and assigned to his proper position, perhaps it was necessary that Mr. Lee should have recourse to the press to ventilate his grievances, and to advertise an animal whose merits have been persistently overlooked by impartial judges, and have never yet become apparent to connoisseurs of horse flesh.

Mr. Lee states that I "abused the judges." This is not true. I protested against their judgment on good grounds, viz. that two of them—Messrs. McLean and McKie—were interested parties, Mr. McLean owning an All Right colt, and Mr. McKie having prejudged the case. Two of the judges were in my favor, and the fifth was prejudiced in favor of his friend, and openly showed his determination to give the award to All Right.

The Board of Commissioners decided that they would not interfere with the verdict of the judges. They never entered into the question as to the relative merits of the horses.

Mr. Lee complains that he did not get justice at Halifax. Why not? Were the judges incompetent or prejudiced? The fact is, they took stock of him on a few moments' inspection, and their judgment was indorsed by every disinterested man who was capable of forming an intelligent opinion. To assist Mr. Lee in his arrogant pretensions he produced at Halifax some of the best of All Right's colts—very good animals indeed—but who swind their good points more to their dams than to their sire. Even then, All Right failed to get a place.

Mr. Lee states that Capt. McLeod "was informed that his treatment of the judges was most disgraceful, and his conduct in the matter was such as should debar him from ever again exhibiting at a local exhibition." The statement is false, and I defy him to name the commissioner who made any such remark. Surely I have a right to protest against what I consider to be an improper award, without incurring any risk of being on that account disqualified as an exhibitor.

The inselent allusion of Mr. Lee to the settlements of my native district I might well pass over in silence. The places which he has mentioned have produced men who are as far superior to Mr. Lee as marble is to mud, and the men of Uigg, Rona and Rassa can well afford to sneer at his childish impertinence.

Mr. Lee's bragadoccia can be estimated at its true value. He is willing to back an All Right colt in a trotting match against Blackfoot. He has evidently more confidence in the stock than in the horse himself. All Right, I understand from the EXAMINER, has been on the turf in America, but I have never seen the record of his wonderful performances. We all know the sorry exhibition he made when pitted against some of our Island horses at home.

In conclusion I may say that Blackfoot took the first prize at the Provincial Exhibition in Georgetown in 1877; the first prize at the Provincial Exhibition in 1878, at Summerside, when he competed with Rodd's horse; in 1879 he entered into no competition; in 1880 he took first prize at the Dominion Exhibition at Montreal as a roadster; and in 1881 he took second place in Halifax as a carriage horse and roadster, being second to Mr. Rodd's magnificent stallion. I think it no disgrace that Blackfoot should be considered by some judges as second to Mr. Rodd's splendid animal.

Yours truly,
M. McLEOD.

The Days of Chivalry Are Not Yet Gone.

To the Editor of the Examiner.

DEAR SIR,—On the evening of the 1st inst. after the steamer Southport had proceeded some distance on her voyage from Charlottetown to Mount Stewart, a respectable looking lady of Lot 48, found to her irrepressible consternation, that she had taken passage in the wrong steamer. In a state of semi-frantic excitement she sought the Captain, and made known to him her mistake; and, in a very plaintive manner, appealed to his sympathies, as she left a young and tender babe at home. The good and whole souled Captain White instantly ordered the steamer to be stopped and a boat lowered, which was accordingly done, and he and one of the crew, Mr. John MacKenna—a civil, and accommodating young man—manned it, and took the anxious lady aboard, and landed her safely on her wished for shore. They then pulled back to the steamer, and were greeted with the hearty approval of the passengers. This is not the first time Mr. White has proved himself to be a man of quick and generous sensibilities. He is the kind of young man who must succeed—sober, attentive, kind and complacent—with a heart to pity, and a will to assist.

Trusting that he may receive a more substantial need, and wishing THE EXAMINER every success, I am,
AN IRISHMAN.

Lot 36, Nov. 3, 1881.

CHOICE WINTER APPLES.

I WILL SELL AT PUBLIC AUCTION,

To-Morrow (Thursday), the 10th inst.,

AT 11 O'CLOCK, AT THE

Queen Street Auction Rooms,

140 barrels Choice No. 1 Hand-picked Winter APPLES in all varieties.

To arrive this evening from the Orchard of Mrs. J. D. Harris, Cornwallis.

W. D. STEWART, Auctioneer.

Nov. 9, 1881.

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London House.

WHOLESALE AND RETAIL.

OUR Fall and Winter

STOCK OF

DRY GOODS

JUST RECEIVED

BY S. S. PRINCE EDWARD

FROM LIVERPOOL,

and Anchor and Allan Line Steamers,

NOW OPEN!

—COMPRISING—

A Large Assortment of

PLAIN and FANCY DRESS GOODS, Black Cashmeres, Lustres, Meltons, Serges, best value.

WINCEYS—Plain and Twilled, all Colors and Qualities.

COTTONS—White, Grey and Printed, in English, Canadian and American makes.

MANTLE CLOTHS, Beavers, Pilots, Worsted Coatings, Scotch, English and Canadian Tweeds, a fine assortment.

MILLINERY—Ladies' Plush, Beavers and Straw Hats, Feathers, Flowers and Ornaments.

SKIRTS, SHAWLS, GLOVES, Hosiery, Thompson's Glove-fitting Corsets.

MEN'S and BOYS' HATS and CAPS, Fur and Cloth.

FLANNELS, Sheetings, Towels, Napkins, Table Linens.

CANVAS, Silesias, Casbains, Linings.

CANADIAN AND SCOTCH Wool Shirts and Drawers, Wool Scarfs, Blankets and Quilts, Small Wares, Braces, Braids, Buttons, Threads, Needles.

CASH BUYERS

will find this Stock complete, and very best value.

GEO. DAVIES & CO.

September 30, 1881.

KENT MILLS, A. Campbell & Co., Proprietors, CHATHAM, ONT.

I AM instructed to offer at the lowest rates, SUNBEAM, KENT, DEWDROP,

Well known as the most reliable brands of Flour offered in this market. As I am the only authorized Agent here for these famous Mills, orders entrusted to me will be promptly executed.

W. D. STEWART, Sole Agent for Kent Mills, Ch'town, Nov. 9, '81—31

WINTER APPLES

I am instructed to sell by AUCTION, Thursday Next, 10th instant,

AT 10:30 O'CLOCK, A. M.,

IN FRONT OF MY AUCTION ROOM,

One Card Load—137 barrels Choice Winter-keeping APPLES, direct from Annapolis Valley.

Nov. 8, '81—21 A. McNEILL, Auc'tr.

HORSES

FOR WEST INDIES.

Parties desiring to ship to the West Indies can secure freight for limited number of horses by applying immediately to

FENTON T. NEWBERRY.

Nov. 8—31

DR. JENKINS

Has resumed practice at his residence, Queen Street Hours for consultation 9 to 11 a. m., and 7.30 to 9 p. m.

No certificates given except to patients. [no 8 wkly pat ex pres tm, 3w]

TO LET.

WITH IMMEDIATE POSSESSION, the Dwelling House and premises situated on Upper Prince Street, in possession of the undersigned. For particulars apply to

F. L. HASZARD.

Nov. 4—1w

FISH MARKET,

Grafton Street.

RECEIVED TO DAY, per sch "Hudson," from Boston,—

250 lbs choice Family Flour,

150 " Cornmeal,

50 boxes Raisins,

40 lbs Kerosene Oil,

15 lbs Cranberries (Cape Cod),

10 lbs Bunker Hill Pickles, in bulk,

And a large stock of Groceries to arrive in a few days.

—ALSO—

In addition to the present large stock of Fish:

50 barrels Labrador Herring,

200 boxes Scaled Herring,

Barrels Salmon, Trout, Cod Somds, Finnan Haddies, etc., for sale at lowest cash prices, at the Fish Market, Grafton St.

J. H. MYRICK.

Ch'town, Nov. 1, 1881. cod

American Lloyd's Universal

STANDARD RECORD.

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Vessels classed in the above Association, and Certificates issued.

FRED. W. HYNDMAN, Surveyor.

Ch'town, Oct. 29, '81.

FEATHERS.

HIGHEST PRICE paid for good GEESE FEATHERS.

JOHN NEWSON.

Oct. 29, 1881.

WANTS, LOST, FOUND, &c.

WANTED—A Servant Girl to do general housework. Reference required. Apply to this Office. nov 8 21

TO LET, and immediate possession given, a pleasantly situated Cottage on Bayfield Street. Rent moderate. Apply to Mr. Bruce Stewart on "the above-named street, or to Thomas Carter, North River Post Office. [no 8 21 ued, wkly 11

WANTED IMMEDIATELY a girl as Cook and capable of doing Pastry Baking. Apply at the EXAMINER'S OFFICE. [no 8 21

WANTED—A good lady canvasser to introduce a new and elegant style of art to the admirers of the beautiful in Charlottetown. Good salary paid to a reliable party. Call for Mr. Clement at the Misses Sinclair's, corner of Sydney and Townsland Streets. [no 4 81

BOARDERS WANTED—Two Boarders can be accommodated in a private family, near Prince of Wales College, at moderate rates. Apply, by letter, to C. C., P. O. 221. [no 31

WANTED IMMEDIATELY, a man who thoroughly understands Kiln Drying and Milling. Liberal wages will be given by RICHARD E. BAGGALL, Clyde Mills, New Glasgow. [no 31 1f

WANTED—Hides, Wool and Skins at the Spring Park Wool Shop, for which the highest cash price will be paid by C. F. STACEY. [no 24