

THE DAILY EXAMINER. SEPTEMBER 25, 1886.

Some Light for the "Patriot."

The Patriot says: "Our position that Montreal to a large extent owes its rapid progress to the N. P., as a centralizing, monopoly-fostering measure, THE EXAMINER knows to be unassailable. Islanders are compelled to buy in that city, because a high customs wall forces them to carry on an unnatural trade with a place nearly a thousand miles away beyond us."

We should like to read in the Patriot some good reasons in support of this oracular statement; but we look for them in vain! So we must only look into the matter without the Patriot's aid and try to understand it for ourselves.

Before the Island joined the Confederation, we did no business to speak of with Montreal, and the prices of imported goods were 25 to 50 per cent higher than they are now.

By the act of Confederation the Customs law which prevented us from trading with Montreal was broken down; and at once the merchants of Montreal began operations in Prince Edward Island. If the Custom line had remained up, our trade relations could not have been so close as they are now,—though it is possible that with enlarged and improved means of communication they would be somewhat closer than they were previous to 1873. So far then, it seems clear, that we purchase our goods in Montreal, not because the tariff of Canada was raised, but because the Customs line which formerly divided us was blotted out.

But let us follow the matter a little further. Why do we not trade more with Halifax, St. John and Great Britain, and less with Montreal? Well, Montreal lies at the head of navigation. Most of the steamships go there to load with the grain and lumber and other produce of Quebec, Ontario and the great Northwest,—now happily united to her by the Canadian Pacific Railway; and these steamships can afford to carry freight thither at cheaper rates than to Halifax, St. John, or Charlottetown. The Montreal merchants have an advantage in this respect. Then, they import in larger volume than we can. It is a poor year in which they do not import more than \$40,000,000 worth of goods. Consequently they can make their larger purchases on better terms than we can our smaller ones. Again they purchase largely direct from the British and European manufacturers and thus save the profits of the middleman. Further, they have a very large constituency. They sell in large quantities to wholesale and retail dealers throughout the length and breadth of this Dominion; and consequently they can afford to sell at cheaper rates and yet make larger profits than importers whose position is less advantageous. Our contemporary knows well how it is that the Montreal Weekly Star can be put down here at the same price as the Charlottetown Weekly Patriot, and the sale of goods is governed by the same principle.

These are some of the causes upon which our large and increasing trade with Montreal depend. It is not, as the Patriot says, "an unnatural trade" and it is not forced upon us "by a high customs wall." The N. P. has nothing to do with it. Suppose the duties were down to 13 1/2 per cent. how would our trade with Montreal be affected? The importers of Montreal pay precisely the same duties as those of Halifax, St. John and Charlottetown. The manufacturers of the Maritime Provinces have precisely the same advantages under the tariff as those of Montreal. We all belong to the same country and live under the same laws,—though some have advantages which are not possessed by others, and some make more than others of their advantages. The editor of the Patriot now laments that we ever entered the Dominion; and says that Mr. Fielding's repeal policy is the real cure for so much of the boom as is going on at our expense on the banks of the St. Lawrence. There was a time, not long ago, when this self-same editor pressed the people of the Island to enter the Union on terms \$30,000 a year less favorable than those we received under the negotiations of Messrs. Pope, Howland and Haviland; and we may well ask what reliance can be placed on his opinion, one way or the other?

A Question.

—We are asked: "Have the City Council the power to discharge a policeman?" We think they have. In the following quotations from the statutes the powers delegated to the Stipendiary Magistrate are defined:—

"The administration of the Police within the City of Charlottetown shall be vested in the Magistrate so appointed, who shall perform every act pertaining to the office of Justice of the Peace, for the apprehension, conviction, commitment and punishment of criminal offenders. . . . For the removal of all doubts as to the power of the Stipendiary Magistrate, it is hereby declared that after the passing thereof, he should have sole control and management of the Police of said City, and shall prescribe and regulate their duties, and may from time to time dismiss or remove any Constable or Policeman now or hereafter appointed."

But there is no law taking from the corporation the power to discharge any policeman, or all of the policemen, should they see fit so to do.

Our Sugary Orator.

A correspondent of the New York Herald describes Mr. L. H. Davies as "a rather sugary orator, with the confident air of one who tells you that if you leave it to him it will be all right, and if it's not, he'll make it right in the morning." This is pretty good as a pen and ink picture. The Herald evidently thinks that the "sugary orator" would be accepted for what he is worth by the people of the States, but that he knows well enough how to hood-wink the "greenhorns" of Eastern Canada. The correspondent frankly remarks upon the "sugary orators" method of obtaining a treaty of reciprocity:— "What is a little absurd is that some liberal politicians seem to imagine that they can have a treaty merely for the asking for it."

Orient Division.

ORIENT DIVISION, No. 161, S. of T., held its regular meeting last evening, in J. D. McLeod's Hall, when fourteen new members were initiated, and the following officers were elected for the ensuing quarter, viz:—

- S. W. Crabbe, W. P. (re-elected).
S. P. Hodgson, W. A.
G. W. Wakeford, R. S.
J. M. Campbell, A. R. S.
C. H. Nash, F. S.
G. W. Gillespie, Treas.
David Small, Chap.
John Ross, Con.
G. H. Foster, A. Con.
H. J. Worth, I. S.
Alex. McKinnon, O. S.
W. J. Fraser, P. W. P.

About fifty members were in attendance, and the business of the Division was gone through with much satisfaction to those present. From the interest evinced by the members of Orient Division in indicating the principles of total abstinence, we look forward to a great revolution among our young men on the question of temperance, and trust that during the coming winter large numbers will be enrolled on the side of sobriety and good order. We understand that arrangements are being made to make the Division Room, after the routine business, a place of enjoyment to its members, by speeches, recitations, readings, singing, &c., and everything that will contribute to the happiness and pleasure of all concerned. The regular meetings of this Division are held on Friday evening of each week, at 8 o'clock.

LETTERS TO THE EDITOR.

Shall we have a New Hotel?

Sir,—Is it possible that our public-spirited citizens will permit the discredit to our fair city, which it has so long obtained, to remain for another year; to wit, the want of a new hotel, corresponding to some extent to the present and prospective requirements of the citizens and our visiting friends from abroad. The writer has had from intending visitors during the present season, numerous enquiries touching the existing hotel accommodation in our city, and it has been his forced and unpleasant duty to say in reply to such enquiries, that the hotel accommodation was sadly faulty. An opportunity now offers which may not be repeated for a long time to come.

The "Welsh & Owen" brick building on Queen Street may now be bought at a great bargain, and the expenditure of a few thousand dollars would make it a very respectable hotel, with accommodation for perhaps one hundred and fifty guests, with fine dining hall and offices—it is centrally situated and most convenient to our commercial friends, for it is a matter of fact, that our hotel success must depend largely on the custom of the travelling commercial community. I do sincerely hope that the matter will be earnestly taken up by our patriotic citizens; and something will be done to remedy the present unhappy state of the hotel business in this city.

An Important Ruling.

A telegram from Washington reports that a decision has just been reached the effect of which is to exempt from duty all boxes, bales and coverings of imported goods, except when the covers or boxes are of a material to indicate that the object of their use in this way was to evade the duty. In that case a duty of 100 per cent. ad valorem is imposed. The mere fact that the boxes, sacks, crates or coverings of any kind might possibly be used after importation for other uses, if such uses were not designed at or before the time of importation and there was not, at the time, a design to evade the duty by their use as coverings, will not subject such covering to the 100 per cent. ad valorem duty.

BULBS for winter and spring flowering should be planted as soon as they can be had from the dealer. Roman Hyacinths, if planted now will bloom by Christmas and New Year. G. H. Haszard has just received a very fine assortment. See advertisement.

From now till the close of navigation, A. L. Bridges & Co., will retail lamb and beef at wholesale prices.

HIS HOLINESS LEO XIII. has transferred the Episcopal See of Arichat diocese from Arichat to Antigonish. Henceforth, the title of the diocese will be the Bishop of Antigonish.

CHOICE steak and roast at from 8 to 9 cts per pound at A. L. Bridges & Co.

HOUSEKEEPERS, prepared to get their supply of choice Gravensteins and other good-keeping Apples would do well to attend the large sale on Monday next, Sept. 27th, at 10.30—A. McNeill, Auctioneer.

THE Czar has decorated an editor with a ribbon and medal. This is refreshing. Generally when the Czar decorates an editor in his dominions, it is with the knout.

SIX shares Inland Navigation Co. steamer Heather Belle Tuesday next, at 10.30—A. H. B. Macgowan, Auctioneer.

FASHION says that trousers are to be worn larger at the knees this winter. This is splendid news. We can wear old trousers that are bagged at the knees, and for once necessity and fashion are agreed.

RECEIVED to-day at James Paton & Co.'s: new Fur Capes, Hats, Feathers, Ribbons, Frillings, &c., &c.

SOME western papers look with horror on the use of the word "woman" in respectable society. One of them recently threatened the family of a "little" school-teacher.

Further Information in regard to the Canadian Pacific.

A VERY GENERAL STIRRING UP—A GUARANTEE FROM THE PENINSULAR AND ORIENTAL STEAMSHIP LINE OF FAST TIME ACROSS THE PACIFIC.

(Alta Californian.)

The fact cannot be disguised that the Canadian Pacific has come into the problem of transcontinental transportation as a most annoying as well as perplexing factor, that is, so far as the other lines are concerned. In view of this some items of fact may be of interest relative to the Canadian Pacific in its bearing as a rival of the other overland routes. Information received by the Rio de Janeiro indicates as a foregone conclusion a steamship connection between British Columbia at the eastern terminal of the Canadian Pacific and Japan and China. That this would establish a quicker route to Europe is vigorously maintained.

WHAT THE P. AND O. GUARANTEES. The statement comes direct from the office of the Peninsular and Oriental line in Yokohama that that company guarantees a steamer connection with Victoria, based on a minimum of thirteen miles an hour, or an ocean route 600 miles less than from San Francisco. As to the speed of the P. & O. steamships there is no question. The company possesses eighty-six vessels of every class and tonnage. It will therefore be apparent that a selection might be made of steamers rivaling, if not defying, any competition in time or accommodation that might be presented by the present lines out of San Francisco. If the competition is to be met, more effective means than are now possessed by California companies must be adopted. It is to be borne in mind that the steamer lines at each end of the Canadian Pacific will be subsidized, and will operate in connection with a railway practically owned by the Dominion Government. The P. & O. guarantees the trip between Victoria and Yokohama in twelve days, also that effective communication will be made to accommodate the trade between Europe, Australia and New Zealand.

THE CARRIAGE OF MAILS. Already the United States Post Office Department has been notified of the early discontinuance of the sending of English mails through San Francisco—thus anticipating the new route which is to be made in from twenty-two to twenty-five days between London, Liverpool and trans-Pacific ports. For some reason there exists a widespread opinion, not shared in by the managers of the road, that the winter season will be an obstacle to traffic on the Canadian line. Every precaution is to be made against any long continued blockade by the building of snow sheds on the principal adopted along the line of the Central Pacific, which latter line, notwithstanding a more rigorous climate than any of the other lines having terminal facilities in this city, has suffered less interruption in its traffic than any of the others. It appears then that a shorter distance on the Atlantic, less of rail travel and a material reduction on the Pacific Ocean route, with the possible pick of the swiftest of the P. & O. Company's steamers, are the links of a purely and very complete English all-round-the-world line.

THE GLOBE-ENCIRCLING SYSTEM is then the line which will enter the field against a purely local interest centered in lines fairly well maintained by corporations, whose chief success has been the demand which has heretofore existed. It is evident that, should this English system be perfected as is contemplated, all American lines will be sensibly affected, the old as well as the new.

Local passenger agents assert that they do not look upon the Canadian Pacific as a rival in any sense, but the agent of that road appears to be more than satisfied with the freight and passenger business already secured by his line, and looks forward to a speedy augmentation of traffic. Probably the following extract, taken from a recent issue of the Chicago Times, is a very fair statement of the case. Since the article was written the Canadian Pacific has begun a fight on passenger business.

A GENERAL STIRRING UP. "The Canadian Pacific is stirring up the other transcontinental roads in a way not altogether to their liking. It promises to give them no peace in its competition for through traffic, and although it has not opened fire on the passenger business yet, it is making things warm for the freight men. It was stated by a prominent freight agent yesterday that a leading San Francisco commission firm had secured a rate of 55 cents a hundred on canned goods from San Francisco to Chicago over the Canadian lines and its connections. In many other lines of shipment upheld by the old transcontinental pool roads has been cut by the Canadian Pacific from 30 to 50 per cent.

"The Canadian Pacific people are getting after us with a vengeance," remarked a traffic manager yesterday, "and it really looks serious for the American roads. What is worse, there is no prospect of the ultimate victory of our lines. To buy off Van Horn's company would require an annual subsidy of \$1,000,000. That is what it has cost to keep the Pacific Mail out of the field, and the Canadians have a very high opinion of their road and the place it fills in the field of transportation. Compared with other lines running across the country, the Canadian Pacific is almost free from debt, and it can therefore be operated on a closer margin than the American lines, which means low rates and fierce competition. I understand that Elijah Smith, President of the Oregon Railway and Navigation Company, thinks that his company will lose business from Puget Sound points, but that it can afford to let it all go to its competitor without feeling the loss very much, as the traffic at present is small. I doubt very much whether the Canadian Pacific will be able to secure and maintain supremacy in the tea-shipping line. The Pacific Mail and the Northern Pacific are keen competitors, and they have already run the rates from Yokohama to Chicago and New York down to the lowest rates at which there is any money in the business. I don't think the new transcontinental route can do much better for tea-shippers in the way of low rates. I also very much doubt whether the Canadian Pacific will be able to enter into successful competition in the English tea trade with the Suez Canal route, although it intends to make an effort to secure this traffic."

A LITTLE stock of Mens Underclothing very cheap at James Paton & Co's, Market Square.

THE BEST YET.

I AM INSTRUCTED TO SELL BY PUBLIC AUCTION, ON THE PREMISES,

On Saturday, 16th of October Next,

AT 2.30 P. M.

In Acre, Pasture and Building Lots,

situate at the head of Queen Street that Plot of Land North of KILBURN AVENUE, and South of the Residences of M. McLeod and W. E. Dawson, Esqs. (See Hand-bills with Plan annexed). There is nothing like this land to be had in the Colony, because—

1st. It is within two minutes' walk of the city limits. It is high and dry, and commands an excellent view of the city. 2nd. QUEEN STREET is now opened right up to this valuable property, and Building Lots there, while nearer to the market than some parts of the city, are exempt from city taxes. Examine and judge for yourselves.

Terms—25 per cent. at sale; the balance in three years, in equal instalments bearing interest at 6 per cent.

A. McNEILL, Auctioneer. Charlottetown, Sept. 25, 1886. sept 25—25th, 28th, 30th, & eod tle.

Underwriters' Sale, AT HALPEQUE.

MESSRS. BOWNNESS & ANDERSON, Auctioneers, will Sell by Public Auction, on

Wednesday Next, 29th Inst.,

At 3 O'CLOCK in the afternoon, at the BREAK-WATER, HALPEQUE, HALPEQUE, Hull and Spars (with their attachments) of the

Schooner "Neskletia," 96 Tons,

as she now lies, stranded, on the Bar, at the entrance of Malpeque Harbor.

ALSO—At the same time and place, the Running Rigging and Outfit of said vessel, including one 9-inch Hawser (100 fathoms), one Scum Boat and Scurv.

CARVELL BROTHERS, Agents for the Underwriters. Ch'town, Sept. 25, 1886—pat mon & tue.

Dutch Flowering Bulbs, —FOR Fall Planting and Growing in Pots, Baskets, and Glasses.

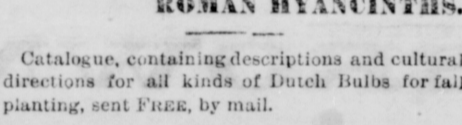
HYACINTHS, TULIPS, CROCUSES, NARCISSESS, LILIES, ROMAN HYACINTHS.

Catalogue, containing descriptions and cultural directions for all kinds of Dutch Bulbs for fall planting, sent FREE, by mail.

G. H. HASZARD, BROWN'S BLOCK, CHARLOTTETOWN.

Sept. 25—2wks eod wy li

For St. John's, Newfoundland.



STEAMER BONA VISTA, for St. John's, Nfld., will be due here MONDAY, noon, 27th September, and will carry cattle and sheep on deck. For freight or passage apply to

PEAKE BROS & CO., Agents. Sept. 25, 1886—li

APPLES AND FLOUR.

BY Auction, MONDAY, September 27th, at 10.30 o'clock,—

150 Barrels Choice, No. 1 APPLES, Gravensteins and other fine varieties, specially selected.

20 Barrels FLOUR, slightly damaged.

A. McNEILL, Auctioneer. Ch'town, Sept. 25.

STOCKS

AT AUCTION.

AT Rooms, TUESDAY next, 28th Inst., at 12 o'clock, noon,—

Six Shares "Inland Navigation Co.," First-class Paying Stock.

A. H. B. MACGOWAN, Auctioneer. Sept. 22—till sale

NOTICE.

Liberal Conservative Convention.

A CONVENTION of delegates from the different Polling Districts of the Second District of Queen's County, for the Legislative Council, will be held in the Liberal Conservative Committee Rooms, Cameron Block, Charlottetown, on TUESDAY, the 5th day of October next, at 11 o'clock, a.m., for the purpose of nominating a candidate to contest the said District in the approaching election for the Legislative Council.

D. FERGUSON, Vice-President for 3rd Assembly District. A. MARTIN, Vice-President for 4th Assembly District. Sept. 17th, 1886—sept 17 we ex & h 21

SHOP TO LET.

THE single Store, in the Cameron Block, lately occupied by D. Stanley, next door to Reddin's Drug Store. Immediate possession given. Apply to

HORACE HASZARD. Ch'town, Sept. 25—1w to 10

LONDON HOUSE.

SEPTEMBER, 1886.

FALL STOCK NOW OPENING.

HARRIS & STEWART, SUCCESSORS TO GEO. DAVIES & CO. Ch'town, Sept. 23, 1886.

NEW AUTUMN GOODS.

FIRST INSTALMENT

PERKINS & STERNS'

New Plushes, New Velveteens, New Mantles, New Fur Capes, New Fur-lined Cloaks

A Large Stock Knitting Yarns very Cheap.

NEW PLUSH, FELT, AND STRAW HATS.

Mantle Cloths, in Boucle, Kyrie, Ottoman, Frieze, Astrachan, &c

A Large Stock BLACK DRESS GOODS as Cheap as Ever.

New Colored Dress Goods and Trimmings.

PERKINS & STERNS.

Sept. 16th, 1886.

NORTH BRITISH & MERCANTILE FIRE & LIFE

Insurance Company.

ESTABLISHED, 1809.

TOTAL ASSETS \$29,484,019.

Every description of property insured at current rates. Policies issued by the undersigned.

FRED. W. HYNDMAN, AGENT FOR P. E. ISLAND,

Corner Queen and Water Streets.

Ch'town, Sept. 11, 1886—1m eod

PLENTY GOODS

They Won't Last Long at the Prices we Offer Them.

It is too bad to sell goods at such terrible low prices; but a great many of these goods I have been bought from 25 to 50 per cent below regular prices—this accounts for the bargains we now offer.

Our Dress Goods Department is right full of bargains. We have also an extra large stock of Velveteen, Black and Colored Cashmeres, Merinos, Suesques, Suesque Cloth and Ulster Cloth from 20 to 30 per cent less than usual.

OVER-STOCKED.

\$10,000.00—Ten Thousand Dollars' worth of Clothing will be sold at prices that were never heard of before.

980 Overcoats will be cleared out, three, four, five and six dollars less than regular price. If you don't believe this, come and see—No trouble to show our goods.

2,400 Suits of Underclothing, 900 Shirts, Hats and Caps in endless variety.

COME AND SEE! COME AND SEE!

L. E. PROWSE, Sign of the BIG HAT, 74 Queen Street. Ch'town, Sept. 22, 1886