THE DAILY EXAMINER.

NOVEMBER 19 1888.

### Railway Freight Rates.

OUR correspondent is mistaken if he imagines that we attach blame to the management of the railway. If our fall traffic has outgrown the rolling stock of the railway, and the fact is stated, it does not necessarily follow that the railway management is blamed—it proves only that the trade of the Province is growing and flourishing. If the enlargement of a home market on the Mainland suggests a revision of the tariff of rates in the interests of the Government and people by whom and for whom both the Intercolonial and P. E. Island railways are operated, the discontented person by whom the suggestion is made, does not necessarily attach blame to the railway management. Nor has THE EXAMINER blamed the management of the P. E. Island Railway. On the contrary THE EXAMINER unhesitatingly expressed the opinion that "the railway officials will exert themselves to the utmost to satisfy all reasonable demands" on the part of merchants and shippers.

What THE EXAMINER wishes to see is the greatest possible assistance afforded in the development of the markets of Moncton and other growing towns on the Mainland; and it is satisfactory to THE EXAMINER to have the assurance of our correspondent that as soon as the authorities of the Intercolonial Railway and the Steam Navigation Company "show a disposition to move in this direction they will experience no difficulty in bringing this (P. E. Island) Railway into line."

THE EXAMINER suggested the question as one for the consideration of the railway superintendents. It appears that the assistance of the manager of the Steam Navigation Company is also needed. May not he, too, be brought into line?

### Communication With the Mainland.

IT is a pleasing coincidence that while the people of this Province are appreciating more and more highly the importance of the home market afforded by the flourishing manufacturing towns on the mainland, the people on the mainland are beginning to show that they appreciate, more and more the importance of the trade with this Province. A large meeting held at Shediac on Friday evening is significant of a strong feeling in favor of improved communication between the Island and the mainland. Among the resolutions unanimously passed were the following:

*Whereas*, It is desirable to maintain communication by water between New Brunswick and Prince Edward Island, via Shediac and Summerside, for a longer period than is presently done by the boats of the P. E. I. Navigation Co.;

*And whereas*, It is very apparent, from the evidence of pilots, sailing masters and others acquainted with the subject, that such communication can, without much difficulty, be maintained, by any boat built for the purpose of encountering ice, until from the 15th to the 30th January each year, while the trips of the boats now running cease about the 1st day of December every year, and that communication could easily be commenced one month earlier in the spring than is done at present;

*And whereas*, Evidence of the above is found in the fact that sailing vessels have entered and cleared from this port up to the 1st day of January, a month after the stoppage of the steam communication, and that schooners and other sailing vessels invariably arrive and clear from two to three weeks earlier in the spring than the present boats;

*Therefore resolved*, That the Dominion Government be requested to provide a suitable boat to maintain steam communication between Shediac and Summerside as long as possible after and before the stoppage in running of the present boats.

*Whereas*, It is very desirable to maintain constant communication by water between P. E. Island and the Mainland;

*And Whereas*, The evidence of persons best acquainted with the subject is to the effect that a route from the vicinity of Shediac to the vicinity of Summerside presents fewer difficulties than any other, there being clear water for a great part of the distance nearly all winter;

*Therefore Resolved*, That it is the duty of the Dominion Government to provide a suitable boat and endeavor to establish and maintain such winter communication.

A meeting will to-morrow evening be held at Summerside for the purpose of discussing the question of improved communication with the mainland.

### Significance of the Result.

*Harper's Weekly* has a careful commentary on the result of the Presidential election. It says:

"Unquestionably, the decision at the polls will be regarded as practically conclusive against reduction of the surplus by diminishing taxes on necessities and raw materials. Whether the Republicans will frame a bill in accordance with their platform or with the Senate bill, or whether they will devote themselves to reducing the surplus by spending it, remains to be seen. They may interpret the election of General Harrison as a general grant of authority to do what they choose. *They will certainly interpret it as a mandate for maintaining an extreme tariff.*"

—The announcement made on Saturday, by the Charlottetown Gaslight Company, was a pleasing one to our citizens. The large reduction to be made in the price of gas will, it is hoped, result in a large addition to the consumption of gas—in other words, the people will have more of that which many of them, with all their facilities, still need, viz. more light. We sincerely trust that the Company will not be disappointed. They furnish good gas under the present management, and deserve to be well patronized by this community.

### Ingenious Politicians.

THE leaders of the Liberal party are taxing their ingenuity and their eye-sight to discover, in the result of the Presidential election, a gleam of hope for their policy of Commercial Union or Unrestricted Reciprocity. Those who inspire the Toronto *Globe* evidently think that they have seen it. The *Globe* says:

"Though a Democratic victory would have meant the ultimate adoption of Free Trade by the United States, and consequently within a limited space of time by Canada, it appears to us by no means unlikely that its *immediate* effect would have been to check the Unrestricted Reciprocity agitation on this side. Had the Mills Bill, for example, gone into force, a large number of our most important raw products would have been admitted free, and the weight of the agitation in favor of freer trade relations would have been lessened proportionately.

"It is quite consistent with the avowed policy of the Republican party to encourage full Reciprocity with us, but it is equally certain that their doctrine is to give nothing for nothing, and not to admit our raw products free unless we, in turn, will throw open our markets to their manufactures.

"Neither is it to be forgotten that the two most prominent advocates of this project in the present House of Representatives were Messrs. Hitt and Butterworth (both ardent Republicans), and that there is, self-evidently, quite as much to be said in favor of Unrestricted Reciprocity with Canada from their standpoint as from that of the Democrats—even as a matter of theory. As a matter of practice, there is another and very important consideration."

It is, nevertheless, true that the battle cries of the Republicans were "Protection to the industries of the United States," "Confusion to Great Britain, Canada and Free Trade," and that these cries are in direct and positive antagonism to the policy of admitting Canadians to free competition in United States markets. There is nothing in the Republican victory to warrant the hope of the *Globe* that by striving to convince our American friends that we sincerely desire amicable relations with them, Commercial Union or Unrestricted Reciprocity may be brought about. The only way to obtain Commercial Union with the States is to sue for political union. In view of what has occurred, recently and remotely, the people of Canada are not likely to adopt this course.

### The Queensland Difficulty.

THE appointment of Henry Arthur Blake, formerly Governor of Newfoundland, to the position of Governor of Queensland, is not meeting with the approval of the people of the latter place, as has been already intimated in THE EXAMINER. Sir Arthur Hunter Palmer, who is now the acting Governor of Queensland, in advising the Colonial Secretary of the objections made to the appointment, says that Mr. Blake is not known to have administered a responsible government with discretion and success, and that Queensland is entitled to have a Governor of proved ability and discretion. Mr. Blake's experience in colonial governorship is confined to a year's governorship of Newfoundland, while his previous experience would only disqualify him for the duties he would be called on to perform. The objection to Mr. Blake in Queensland, says the acting Governor, was spontaneous, immediate and general, and was more strongly accentuated because his nomination followed the crisis in which the rigid exercise of privilege had to give way to responsible government. A Governor cannot be appointed from an Imperial point alone, he continues, as the colony pays the salary and expects to be given a Governor of whom the people approve, and who will work heartily and loyally for the colony's interest.

The Government should, and probably will, give every attention to the wishes of the people, as expressed through the acting Governor. Indeed, as affairs now stand, we should not be at all surprised to learn that Mr. Blake's appointment as Governor had already been cancelled.

### Robert Burns.

DR. ANDERSON, of the Prince of Wales College, delivered his excellent lecture on "Robert Burns," under the auspices of the Georgetown Literary Society, in the Town Hall, Georgetown, on Friday, the 16th inst. This society has been formed for the purpose of providing a course of lectures during the coming winter, and arrangements have been made with some of the ablest lecturers in the Province. As every one was anxious to hear a man so distinguished in educational circles as Dr Anderson, it is unnecessary to state that the lecture room was on this occasion filled by an audience who expressed their appreciation of the merits of the discource by the rapt attention with which they listened for an hour and a half.

The learned gentleman's lecture reminded us, that from a study of the life of Burns, we may learn that men of genius are not confined to the rank of the great and rich, but may spring from the humblest condition of life; and, also, that however conscious a man may be of his intellectual superiority to his fellows, still his passions must not be indulged contrary to the dictates of reason, and that nature will not submit with impunity to the infringement of any of her laws,—even in a man of genius.

At the close remarks were made by Hon. A. J. McDonald and Mr. A. C. Stewart, who remarked that the love and admiration with which the Ayrshire bard is regarded increases as the years roll on, not by the sons of the heather alone, but by all English speaking people.

After a cordial vote of thanks to the lecturer for his kindness in coming to Georgetown and giving them such a literary treat, the first lecture of the series was over, boding good success to the future ones.

## LETTERS TO THE EDITOR.

### A Further Explanation.

SIR,—I observe that you are not satisfied with my explanation in reference to THE EXAMINER'S complaint against the railway, nor are you prepared to admit that the alleged discontent on the part of the merchants and traders is wholly without cause. Now, in order to settle this matter effectually, I will make two propositions. If you will publish instances of the existence of discontent, I will undertake to show that reasonable cause for such does not exist. Or, if you will call at the railway railway office and investigate the whole matter, I feel satisfied that you will publicly exonerate the railway from the blame you now attach to the management.

But your complaint appears to have narrowed itself down to this: "That while the railway charges full rates for freight in connection with the Island boats and the Intercolonial railway, it makes a considerable discount or reduction for freight in connection with the Boston steamers;" and you give expression to the opinion "that if the railway can afford to make considerable abatements on account of freight by the Boston boats, it ought also to be able to afford to make considerable abatements on account of freight by the Steam Navigation Company's steamers and and the Intercolonial railway." I am not going to impute the foregoing to a lack of knowledge on the part of any individual, but I cannot resist the temptation to say that a better understanding of the subject under consideration would have saved both the person making the complaint and the journal giving public utterance to same, from falling into an obvious error. For the better information of all parties in need of light in regard to these matters, I may state that it is only when the Boston steamers make a considerable "abatement" from their regular rates on potatoes or other classes of freight that the P. E. Island Railway does the same, as it also does in connection with the Island steamers and Intercolonial Railway in all cases in which these corporations also become a party to a a reduced through rate. You write as if you were not aware of the fact that this railway gives a very considerable reduction from regular traffic rates on all classes of freight *via* I. C. R. and Island steamers to and from Halifax, St. John, Bangor, Portland, Boston, Quebec, Montreal and all Grand Trunk and Canadian Pacific Railway points.

But the P. E. Island Railway charges full rates on freight for Moncton. So also do the Island steamers and Intercolonial Railway. And in view of this fact, how absurd for THE EXAMINER to blame this railway for the comparatively high rate charged on potatoes to Moncton! Go to the Manager of the Steam Navigation Co. and ask him to give a reduced rate on a shipment for Moncton, and he will probably reply that, inasmuch as that town is not a competing point, he cannot see his way clear to interfere with his local rate. The General Freight Agent of the I. C. R. would also be likely to give the same answer, if approached for a similar purpose. However, as Moncton is now a town of considerable importance, it is a question if it would not be advisable, on the part of the steamers and railways interested, to enter into an arrangement, by which the food products of this Province could be placed in her markets at less cost for transportation charges than is now being paid. Speaking for the Superintendent of this Railway, who is at present absent, I feel safe in saying that as soon as the I. C. R. and Island steamers show a disposition to move in this direction they will experience no difficulty in bringing this railway into line.

RAILWAY.

### New Baptist Seminary.

THE new Baptist Seminary at St. Martin's, N. B., is a handsome structure, reflecting every credit upon those instrumental in its establishment. The cost is between $30,000 and $40,000. There are already 55 students enrolled, of whom 13 are for the ministry. This number will be largely increased early in the new year.

The grounds comprise seventy-five acres, and the building is one of the handsomest in the Maritime Provinces. Built of brick and stone, it consists of three departments, vis., the centre building for scholastic purposes and wings at each side for male and female departments. The whole establishment is in three stories with mansard roof. The heating and ventilating arrangements are perfect.

The Superintendent is Rev. J. A. Gordon, a native of Uigg, for some time pastor at East Point, and lately of Leinster Street Church, St. John. The Principal is Rev. B. F. Simpson, a native of Cavendish, who will be assisted by an accomplished staff of teachers, capable of taking charge of every branch taught in a first-class academy and ladies' seminary.

The Seminary is conducted upon the principle of the government of a home, purely under Christian influence, and as cheaply as is at all consistent with thorough instruction and good accommodation.

### Police Court.

Alexander Chipman, drunk on Sunday afternoon, fined $1 without costs.

Henry Welsh, drunk and disorderly about the streets on Sunday night, fined $10 or 20 days.

Henry Williams, drunk on Sunday night, fined $1 or 4 days.

Frank Davison, charged with using abusive language towards Isaac McCoubrey, fined 50 cents, each to pay his own costs.

As you like it. Grey and faded whiskers may be changed to their natural and even color—brown or black—by using Buckingham's Dye. Try it.

LECTURE.—"Gough in Humor and Eloquence." by John R. Clarke, in the Y. M. C. A. Hall this evening.

The use of Ayer's Sarsaparilla purifies the blood, stimulates the secretions, and imparts new life and vigor to every function of the body. For nearly half a century, it has remained unrivalled as the best blood medicine ever discovered. Be convinced by a trial.

McCALL'S Bazaar Patterns—a large stock selling at five cents each.—Harris & Stewart.
oct24 eod tf

Furniture! Furniture!

I HAVE JUST RECEIVED a Large Consignment of

NEW FURNITURE,

—COMPRISING—

Parlor and Bedroom Setts, in Walnut, Mahogany, Ash and Oak; Parlor and Extension Tables, Walnut and Ash Sideboards, Flock and Hair Mattrasses, Cane Chairs, &c., &c.

The public are respectfully invited to inspect this Furniture before purchasing elsewhere.

G. M. HARRIS,
nov19—dy & wky Auctioneer.

Auction Sale of Apples and Onions.

TO BE SOLD AT SALESROOM,

TO-MORROW, TUESDAY,

AT 2 O'CLOCK, P. M.:

150 Barrels APPLES,
10 " ONIONS.

R. BEAIRSTO,
nov19 Auctioneer.

COAL!

Victoria Round and Nut.

300 TONS of above Coal landing TO-MORROW, TUESDAY, ex S. S. "William," at McMillan's Wharf.

Parties having orders will please be ready to receive without further notice.

R. McMILLAN.
nov19—dy 3i

Landing and to Arrive.

180 Barrels ONIONS,
125 Boxes RAISINS,
175 " FIGS,
75 CHEESE,
100 Half Chests TEA.

RITCHIE BROS.
nov19—dy 6i

TENDERS.

SEALED TENDERS, addressed to the undersigned, will be received up to SATURDAY, 1st December, at noon, for the building of a block of FOUR FRAME DWELLING HOUSES on Prince Street, for John McPhail, Esq. The names of two persons willing to become surety for the faithful performance of the work to accompany each tender.

The right is reserved to reject any or all tenders. Plans and specifications can be seen at the office of

PHILLIPS & CHAPPELL,
nov19-4i pd Architects.

READ THIS!

C. LEWIS has the largest stock of American and Canadian MOULDINGS in the city, Wholesale and Retail, very cheap.

Also—FRAMES made to order.

nov17—3i

WANTED!

10,000 Bushels Potatoes,

FOR STARCH FACTORY.

All sound kinds taken. Large and small not picked. To be delivered at Freight Shed, Charlottetown.

GEORGE E. FULL.
nov17 -dy 6i wky 1i

Horses Wanted.

THE Subscriber will be on the Island for a few weeks longer, and will purchase about thirty or forty good Horses.

JAMES KEEGAN.
nov17—dy 4i

TO LET.

FOR ONE OR MORE YEARS, as may be agreed on, the HOUSE AND PREMISES on Dundas Esplanade, lately occupied by the subscriber.

Immediate possession given. Apply to

THOMAS MORRIS.
nov16—3i

American Baldwins.

BY AUCTION, on WEDNESDAY, 21st inst., at 10.30 o'clock:

150 Barrels Extra Choice WINTER-KEEPING BALDWIN APPLES, ex steamer Carroll from Boston. Ordered for positive sale.

A. McNEILL,
nov16 Auctioneer.

LECTURE

—IN THE—

Y. M. C. A. HALL,

—ON—

Monday & Tuesday, 19th & 20th Inst.

THE FAMOUS ORATOR,

JOHN R. CLARKE,

Will Deliver His Celebrated Efforts:

"Gough in Humor and Eloquence,"

—AND—

"Rose, Shamrock and Thistle.

Doors open at 7.15 p. m. Chair taken at 8. Admission, 25 cents. Tickets to be had at G. H. Haszard's and at the door. nov12

MOURNING GOODS.

—[x]—

BLACK MERINOS, CASHMERES, HENRIETTA CLOTHS, AMAZON CLOTHS, FRENCH HABIT CLOTH, FOULARDS, SERGES, FRENCH MOURNING SERGE, STRIPED CASHMERE, PHANTOM STRIPE AND CHECK, &c., &c., 4-4 and 5-4 CRAPES, &c.

Fine Family Mourning of all kinds at Very Low Prices.

Our Stock was personally selected in FRANCE and ENGLAND, and is, we believe, unequalled for VARIETY, VALUE and QUALITY.

BEER BROS.

Charlotttetown, Nov. 17, 1888—eod

HARRIS & STEWART, LONDON HOUSE.

New Winter Clothing, now open,

Mens' Nap Reefers,
Mens' Nap Overcoats,
Boys' Overcoats,
Boys' Reefers,
Felt Hats, Caps,
Gloves, Hosiery,

LOW PRICES FOR CASH.

Charlottetown, October 15, 1888.

FALL & WINTER CLOTHING

FOR MEN AND BOYS.

J. B. MACDONALD

IS NOW SHOWING A MAGNIFICENT STOCK OF

Mens' and Boys' Overcoats, Reefers and Suits,

IN NAPS, BEAVERS AND WORSTEDS.

PRICES SO LOW AS TO DEFY COMPETITION.

No Brag or Bluster required to sell those Goods

Anyone seeing this Stock of Clothing, and the low prices which the goods are being sold for, will at once be convinced of their superior value.

For your own sakes, don't buy until you see the Stock and Prices at

J. B. MACDONALD'S,

Ch'town, Oct. 29, 1888. QUEEN STREET.

Flour, Rice, Beans, Raisins, Sugar, Molasses.

—[x]—

IN STOCK AND ARRIVING:

750 brls. Kent,
250 " Howard, Choice Roller,
375 " Jewel, " Family,
500 " Tadusac, " Bakers,
125 " Ogilvie's Hungarian, Family,
(FLOUR.)
100 brls. Hand-picked BEANS,
400 bxs. Choice New Valencia RAISINS,
30 hhds. PORTO RICO SUGAR,
10 " BARBADOES "
125 puns
20 tierces
33 brls.
BARBADOES MOLASSES,
50 puns. Choice TRINIDAD MOLASSES,
50 " ANTIGUA "
200 cases LAMP CHIMNIES,
200 gross WICKS,
200 " BURNERS,
150 sacks RICE,
100 brls. HERRING,
8,000 GRAIN SACKS,
300 casks KEROSENE,
200 sides SOLE LEATHER,
50 cases Orlando Jones STARCH,
20 " NO. 1 WHITE STARCH, &c., &c.

—[x]—

ALSO—A FULL STOCK OF

Baking Powder, Brooms, Blue, Blacking, Baking Soda, Biscuits, Butter Salt, Currants, Cheese, Corn Starch, Cream Tartar, Flavoring Extracts, Mustard, Matches, Wooden Pails, Zinc Pails, Pipes, Potash, Pickles, Rope, Paper Bags, Soap, Tea, Twines, Vinegar, Washing Soda, Washing Crystal,

AT LOWEST WHOLESALE PRICES.

FENTON T. NEWBERY.

Charlottetown, Nov. 14, 1888—1w

A Large Stock of German Flannels,

IN PLAIDS AND STRIPES,

Just Opened at Stanley Bros'.

CHILDRENS' UNDERCLOTHING, CHEAP,

At Stanley Brothers'.

LADIES' UNDERCLOTHING,

A Large Stock at Stanley Bros'., Brown's Block.

ULSTER CLOTHS, DRESS GOODS, TRIMMINGS & PLUSHES,

Now Opening at Stanley Bros'.

September 15, 1888—eod & wky