

# THE EXAMINER.

VOL. 6. CHARLOTTETOWN, PRINCE EDWARD ISLAND, THURSDAY, APRIL 29, 1880. NO. 135

## 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.	
Cardigan	" 8.46 "	
Mt Stew't June	Ar 10.10 "	
Royalty Junction	Dp 10.15 "	
	" 11.27 "	
Charlottetown	Ar 11.50 a. m.	
	Dp 8.00 a. m.	Dp 3.00 p. m.
Royalty Junction	" 8.22 "	" 3.23 "
North Wiltshire	" 9.14 "	" 4.15 "
Hunter River	" 9.30 "	" 4.30 "
Breadalbane	" 10.07 "	" 5.08 "
County Line	" 10.17 "	" 5.18 "
Kensington	" 10.55 "	" 5.55 "
Summerside	Ar 11.30 a. m.	Ar 6.30 p. m.
	Dp 1.30 p. m.	
Wellington	" 2.19 "	
Port Hill	" 3.09 "	
O'Leary	" 4.17 "	
Alberton	" 5.17 "	
Tignish	" 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 "	
Summerside	Ar 11.10 a. m.	
	Dp 2.30 p. m.	Dp 7.30 a. m.
Kensington	" 3.05 "	" 8.05 "
County Line	" 3.43 "	" 8.44 "
Breadalbane	" 3.53 "	" 8.54 "
Hunter River	" 4.30 "	" 9.30 "
North Wiltshire	" 4.46 "	" 9.43 "
Royalty Junction	" 5.37 "	" 10.38 "
Charlottetown	Ar 6.00 p. m.	Ar 11.00 a. m.
	Dp 2.30 p. m.	
Royalty Junction	" 2.53 "	
Mt. Stew't June	Ar 4.10 "	
	Dp 4.15 "	
Cardigan	" 5.35 "	
Georgetown	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 "
Merrell	" 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.
Merrell	" 4.58 "
St. Peter's	" 5.30 "
Harmony	" 6.43 "
Souris	Arrive 7.10 "

### ALEX. MACNAB,

Sup't and Engineer.  
Railway Office, Chtown, Nov. 28, 1879.  
—pat pres h a ne sp sj kca pio 6i

### Labrador Herring.

CHOICE CATCH OF 1879.

Smoked Salmon, Salt Trout,  
Herring, Shad,  
Halibut, Mackerel.  
At HALLS FISH MARKET.  
Feb. 18, 1880—W

### Bones. Bones.

THE undersigned will pay fifty cents Cash per cwt. for all bones delivered at the Bone Mill, in the Royalty. No quantity less than one cwt. (112 lbs) taken.  
FRED. W. MYNDMAN,  
Agent.

Ch town, Dec. 1, 1879

## Daily Examiner!

1880.

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Political News,  
Social News,  
Commercial News,  
Shipping News,  
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J. W. MITCHELL, | W. L. COTTON,  
Office Sup't. | Manager

## SECOND EDITION

### THE DAILY EXAMINER.

APRIL 29, 1880.

### NOTES FROM THE CAPITAL.

#### HOUSE OF COMMONS.

##### Railway Freight.

##### MR. MUTTART'S SPEECH.

Mr. MUTTART, in moving for an Order of the House for copies of petitions, correspondence, and all other papers relating to the lowering of rates charged on the Prince Edward Island Railway, for carrying farm produce, firewood, lumber, coal and salt, said: I have no desire to trespass upon the time of the House to any unnecessary extent, but the importance to the whole country of the subject referred to in the motion, as well as its special importance, when considered in relation to the interests of the Island, form a sufficient apology for any little demand I may make on your patience and attention. I am pleased to be able to state that in reference to its railway the Island has few grievances to lay before Parliament. The chief object now sought to be attained is to procure a slight diminution in the amount of the rates charged for freight and passenger traffic. At the inception of the road it was exceedingly unpopular with the people. But that unpopularity is a thing of the past. And so great has been the convenience to the public, and so manifold have been the advantages of the road, that the people in the settlements remote from the main line are now petitioning for branch railways. East Point, Rustico, Campbellton and Cape Traverse, are all seeking to participate in what is now generally recognized to be a great public benefit. I trust that at no distant day the Government will see fit to listen to the prayer of these petitions, and extend branch railways to these settlements. Under the late Administration the people never entertained any very sanguine expectations that these branches would be constructed; chiefly from extravagant management, number of officials, and lack of economy, the expenses of the Railway under the late Government far exceeded the receipts. The people could hardly expect under these circumstances that the Government would consent to an increased expenditure in the construction of the branch line. But, fortunately for the Island and the whole country, a change of management has been made. A great saving, as I shall presently show, has been effected in the expenses of running the road, the receipts more nearly equal the expenditure, and these are circumstances that lead the people to believe that there is now a fair prospect of the branch lines being constructed. I have said that things have changed for the better. From 1st May, 1878, to 1st February, 1879, the expenditure in connection with the road has been less than during the corresponding period of the year previous by about \$60,000. The present Superintendent, Mr. MacNab, has been able, with the assistance of two clerks, to do the work heretofore performed by Mr. McKeechie, Mr. Cunningham, and six other officials, effecting a saving in the office of the Superintendent alone of \$5,000 per year. Mr. MacNab has proved himself to be a careful and painstaking officer and an able and efficient Superintendent. In the light of his arduous and responsible duties, and in consideration of the valuable services he has rendered in reducing unnecessary expenditure, and promoting the interests of the road, I trust the hon. the Minister of Railways will see fit to recommend that his salary be increased. The Government have acted wisely in reducing the number of officials, but it is no less its duty to see that those retained, and whose services are actually necessary for the proper working of the road, from the Superintendent down to the lowest employe, should receive a fair and adequate compensation for the services rendered. I now desire to call the attention of the House to another phase of the matter, more immediately connected with this motion. The people of the Island complain that the rates of traffic imposed by the Government are too high, and that they are proportionately greater than are paid on other Government roads. It will be remembered that the Island is essentially agricultural, and the object of the Government is and should be to afford the utmost facilities for the transportation to market of the products of the soil. Besides, the road is obliged to compete with water communication at many points, and rates that it would be expedient to adopt for inland railways will be found too high to enable it to compete successfully with cheaper modes of transport. It is a peculiarity, too, of the Island Railway that, being a surface road and following as it does the curvature of the hills, a longer distance is traversed than if the road were straight, and the farmer is thus charged for greater mileage than what they derive benefit from. Now, if we compare the rates on the Intercolonial with those on the Island, we shall see at once how justly our people complain of the discrimination on the part of the Government in favour of the mainland route, and of the disregard there appears to be on the two lines between rates and dis-

tances. It costs 3c. per bushel to transport oats from Souris to Charlottetown, a distance of sixty miles. The freight per bushel on oats from Tignish to Charlottetown, a distance of 110 miles is 5c. The freight on grain from Montreal to Halifax a distance of about 800 miles, is 8c. per bushel, or an average of 1c. per bushel for each 100 miles of road. It will thus be seen that, after we allow a little for the difference in the cost of terminal handling, we pay on the Island four times as much for the freight of our grain as is charged on the Intercolonial. This, we submit, is neither fair nor reasonable. Where lines of road are under the control of a Government, it has no object in charging one section of the people more than another, nor in levying more in proportion for a short haul than for a long haul; and I am satisfied the matter will only require to be brought before the attention of the Government to be promptly and adequately remedied. I am satisfied, too, that the Government will find it to their interest to lower both the freight and the passenger rates on the Island Railway. It is a matter of constant experience that the lowering of the rates has a tendency to increase the amount of traffic; more especially is this the case where the road is new. The people require to be educated, and induced to travel and take advantage of the facilities of transporting their goods by rail. Then, in the course of time it becomes a want and a necessity. The interests of the road and of the people are therefore, in this instance, identical; and the very measure that will enable and encourage the farmers of Prince Edward Island to get their grain to Montreal, and to use the road as a convenience of travel, will, in all likelihood, presently, and certainly in the future, be a source of constantly increased revenue to the Government. In view of the peculiar circumstances of the Island, the local character and cheapness of construction of its railway, and of the other considerations, to which I have briefly referred, I trust the Government will at least try the experiment of lowering the rates of freight for both freight and passenger traffic on the Island Railway.  
Motion agreed to.

### Correspondence.

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

To the Editor of the Examiner.

DEAR SIR.—In flat contradiction to Mr. K. McLennan's letter in the EXAMINER of Monday, I beg to state:—

1. Mr. McLennan, in his first letter, evidently did write to defend Mr. Harper and not himself, because himself was not attacked but defended by me in the Presbyterian, and therefore, as he now admits his defence of himself was "unnecessary." The necessity which induced him to write, therefore, was really to defend Mr. Harper. What I had said was:—

"We ask attention to Sturdy John's boasting. He takes all the credit of thwarting the Government in its wise scheme of amalgamations. It was he, according to his own showing, that carried the movement of opposition before the Legislative Council, and Rev. Mr. McLennan, who abominates 'hateful politics,' was sturdy John's pliant, humble instrument."

In the above, all mention of Mr. McLennan was what, "according to Mr. Harper's own showing," Mr. Harper represented him to be, and not what I myself held Mr. McL. to be. Mr. McLennan well enough understands the language, because he uses similar to it when he says of himself:—

"I utterly deny what the Presbyterian suggests. The tenor of his writing would imply that I aid or concur in assailing the Prince of Wales College and its officials. Mr. Harper conceals all the wicked news, and I am his 'humble, pliant instrument.'"

In these last words of his, which we have italicized, Mr. McLennan is not giving his own words, but what he represented my words as implying. My mention of his name was showing what Harper's language was implying of him. As well, then, might I maintain that he himself says that "Mr. Harper conceals all the wicked news and Mr. McLennan is his humble, pliant instrument," as for him to unjustly ascribe language to me, which I was showing Mr. Harper's amounted in the Argus about him.

Moreover, to still further show that Mr. McLennan did write to defend Harper, here are his words:—

"In the Presbyterian of the 19th inst., Mr. Harper is denounced as an assailant of Prince of Wales College and its Professors, and is held up to public execration as a worthless pretender and mischief maker. . . The tenor of his writing would imply that I aid or concur in assailing the Prince of Wales College and its officials. Mr. Harper conceals all the wicked news, and I am his humble, pliant instrument. It is no new thing to find the insinuations of the Presbyterian such as will not bear investigation."

2. Mr. McLennan now says that he was not aware that the Argus had assailed him, and that Mr. Lawson was defending him. Well, what I blamed him for was that he was in such haste to defend his dear Harper that he did not wait to see, but lustily pitched into the wrong man; attacked the friend and passed by the foe. Surely this should make himself feel foolish. If Mr. McLennan had been really writing to defend himself, he would not have done this,

but it was to attack Mr. Harper's exposing opponent and his own, and to leave untouched Mr. Harper's friend though it was his own foe, that was evidently Mr. McLennan's design.

3. "If Mr. Lawson did not attack me my defence would be unnecessary," says Mr. McLennan. Well, then, Mr. McLennan, why did you attempt an unnecessary thing? Of course, to aid Mr. Harper; still you profess that others "can conduct their own defence if they so desire." Well, if so, why did you not let them do it without your unnecessary interference.

4. In my last letter I declared that Mr. McLennan's conduct towards me, first and last, especially the matter of causelessly excommunicating me without trial, was "such as would not bear investigation" according to the rules of the Presbyterian Church, and those of the common sense of the world. He says that these are the principles which he professes to respect; but that he, as Moderator in his church, does not respect them. Well, this is exactly what I declared of him, and that his conduct in this respect "will not bear investigation." And he proves this fact to a demonstration before the public. Because he fears that the public should know his behaviour—he dreads that his conduct should be brought before the same tribunal which he has brought mine to be judged, namely, "the general public," through "the secular newspaper." He professed to have a moral charge against me. He accused me of repeated lying, because he said, "It is no new thing to find the assertions and insinuations of the Presbyterian such as will not bear investigation." He did not take me before the Presbytery, as he might have done. That would defend Mr. Harper. But he immediately rushed into print, he resorted to "the secular newspaper," and appealed to the "general public." I at once met him before his own appointed tribunal, defended myself against his unjust attack, and drove him from his own chosen ground. Because I declared in his own language that "it was no new thing to find" his conduct towards me "such as will not bear investigation." I cited only one instance, namely, causeless and tyrannical excommunication—surely a more interesting subject than lying. He then says:—

"It is 'hateful' to drag these matters before the public, who have no special interest in them. The secular newspapers have their own province; in Church affairs we have ours.

Is lying not a Church affair? Here, then, he 'hatefully' drags me to a tribunal to be judged, where he dreads, for his own conduct, to be brought to the light, refuses to me a privilege he takes himself, just as he lately did in claiming to be the best exponent of his own views, while he denied me the same right, but condemned me by his own false interpretation of my words. It is not a good indication, when we see people afraid to come to the light. After 'dragging me before the public,' and discussing my supposed fault, he refuses to have his judgment at the same court, but complains, by implication, that I did not go before the Presbytery, and says he is willing to go. Yes, after he met me and begged me not to take the matter before the Presbytery, and he got my promise that I would not take the matter before that court. The highest testimony now to my truthfulness and faithfulness to my word is the fact that he insults me to my face and professes to invite the Presbytery, so as to save his conduct from public exposure and shame, knowing that I will keep my promise and not take him at his word. Will he dare name any rule of procedure or law of the Presbyterian Church, or of any other church, that would justify him for his ecclesiastical despotism and ridiculous injustice towards me? Does Mr. McLennan understand this? Yours truly,  
S. G. LAWSON.

April 28th, 1880.

### MINIATURE ALMANAC.

FRIDAY, ..... APRIL 30, 1880;  
Sun Rises, ..... 4.52 | High Water 2.58 p. m.  
Sun Sets, ..... 7.02 | Full Moon 24, 6.37. 6m

### Weather Bulletin.

Probabilities for the next 24 hours for the Maritime Provinces.

Toronto, April 29.

Fresh to brisk south-westerly to south-easterly winds, increasing cloudiness, followed by rain to-morrow.

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Special rates for isolated residences. Losses settled promptly.  
GEORGE MACLEOD (Union Bank),  
Agent for Prince Edward Island  
June, 1877—

### Children's Carriages.

AN assortment to arrive on first Steamer. Intending purchasers will find it advantageous to defer purchasing, as those Carriages will be sold low.  
H. COOMBS,  
April 26, 1880—2i