

THE EXAMINER.

VOL. 7.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, NOVEMBER 17, 1880.

NO. 150

1880.
BRITISH
WAREHOUSE,
QUEEN SQUARE.

THE Subscribers have received by S. S. Prince Edward, Caspian, Ethel Blanche, and other vessels,
The Largest Stock of
DRY GOODS

—AND—
GROCERIES
Ever Offered by them to the Public.

—IN—
MILLINERY, trimmed and untrimmed, with the newest materials for trimming.
Ladies' Sacques, Dolmans and Ulsters.
Dress Goods of every description, with Pompadour and other trimmings to match.
Black and Colored Silks, Silk Velvets and Velvetines, in every shade.
Ribbons, Feathers, Flowers, Gloves, Ties, Laces and Frillings, Fur Muffs, Bosoms, Woolen Squares and Clouds, Ladies' Underclothing, &c., &c.

GENTS' FURNISHING GOODS,
TWEEDS AND CLOTHS.
A choice lot of TEA, in chests and half-chests. All of which will be disposed of at the very lowest cash prices.
W. & A. BROWN & CO.
Nov. 6, 1880.

NEW GOODS.
Wholesale and Retail.

275 packages choice TEA,
90 boxes Valencia RAISINS,
Barrels CURRANTS,
150 bbls. choice Baldwin Apples
25 puncheons MOLASSES,
200 boxes SOAP,
14 boxes Colman's STARCH,
50 casks Kerosene (American),
60 5-gallon tins do. do.,

AND A REGULAR ASSORTMENT OF
CHOICE GROCERIES!
WHICH WILL BE SOLD CHEAP.

BEER & GOFF.
Nov. 1, 1880.

Nut Coal. Nut Coal.
FREE from Slate and Fire Clay. Also Round and Slack, at Albion Mines, Pictou, Nova Scotia. For orders apply to G. W. DEBLOIS, Sole Agent for P. E. Island.

Old Sydney Mines, Cape Breton.
Lingan Mines, Cape Breton.

ORDERS for Round Coal can be obtained on application to G. W. DEBLOIS, Sole Agent for P. E. Island. Office, No. 35 Water Street, Charlottetown. June 17, 1880—pat her sj kea ff

QUEEN INSURANCE COY.
OF ENGLAND.

CAPITAL . . . TWO MILLIONS STERLING
INSURANCE effected on all kinds of Buildings, Merchandise and Produce. Also, on Vessels on the stocks.
Special rates for isolated residences.
Losses settled promptly.
GEORGE MACLEOD (Union Bank), Agent for Prince Edward Island
June, 1877—

EYE, EAR AND THROAT.
DR. J. R. McLEAN,
Graduate of the University of Pennsylvania, formerly Assistant Surgeon to the 8th and Locust Street Eye and Ear Infirmary, Philadelphia, confines his practice exclusively to diseases of the Eye, Ear and Throat.
Office at St. Lawrence Hotel, Pictou, N. S. Oct. 14, 1880.

BUY the DAILY EXAMINER for the latest news—local and telegraphic.

OWEN CONNOLLY & CO.

ARE NOW SHOWING A
Complete Stock of Seasonable
DRY GOODS!

GREAT BARGAINS IN
Dress Goods, Shawls, Mantles, Wincies, Grey and White Cottons, &c., &c.

Tweeds, Pilot, Beaver, Diagonal, President and Ulster Cloths,
VERY CHEAP!

READYMADE CLOTHING!
In Ulsters, Overcoats, Reefers, Pants, Vests, &c., at Very Low Prices.

It will pay Cash Buyers to call and examine our Goods and Prices before purchasing elsewhere.

ROBERT ORR'S OLD STAND.
Charlottetown, Nov. 16, 1880.

WINTER CLOTHING

Gentlemen, before Buying your Winter

OVERCOATS AND REEFERS,
YOU SHOULD VISIT

J. B. MACDONALD'S, QUEEN STREET.
A magnificent stock to choose from—and very cheap.

Ladies' Mantles!

Ladies will find the largest variety and lowest price Mantles in the City at

J. B. MACDONALD'S,
Queen Street.
Nov. 9, 1880.

K O K
THE NEW CANADIAN BEVERAGE!

KAOKA,
The Only Satisfactory Substitute for Tea and Coffee. Highly Recommended for Regular Use at Ordinary Meals.

THE VERY BEST ARTICLE FOR DIETARY USE EVER DISCOVERED.

THE injurious effects which the continuous use of tea and coffee have on the human system are well known. The most eminent physicians advise their patients to abstain from using either. Owing to the taste for these beverages which has been universally acquired, it has been found necessary to find a substitute. Various substitutes have been tried, but KAOKA is the only one ever discovered which has been found to perfectly answer the purpose. Unlike Tea and Coffee, it contains neither Theine nor Caffeine, nor any other poisonous principle whatever which can even by long use, prove hurtful to the weakest constitutions. It is especially recommended for sick persons and children. Families using white bread habitually should adopt KAOKA as their regular drink at meals. They will then have supplied to them the elements which, when taken into the system, go to form bones, nails, teeth, sinews and brains, and which have been separated from the fine flour of which the white bread is made. Thousands of persons who have been afflicted with Dyspepsia, Nervousness, Indigestion, Sleeplessness, Sick Headache, &c., have been restored to perfect health by eschewing tea and coffee altogether, and drinking with their meals nothing but KAOKA. It contains no "chemicals." The elements from which it is made are wheat and sugar, nothing more.
For sale in pound and half-pound packets at the "Crown Grocery," South Side Queen Square.
ROBERTSON & CAMERON.
Charlottetown, October 1, 1880—30 ins cod

K O K

WESTERN

ASSURANCE COMPANY!
FIRE AND MARINE. INCORPORATED 1851.

Capital and Assets . . . \$1,637,553.10
Income for year ending 31st December, 1879 . . . \$1,001,052.20

HEAD OFFICE, . . . TORONTO, ONT.
Risks taken on all descriptions of property at lowest rates.

HORACE HASZARD,
General Agent for P. E. Island.
October 18, 1880.

N. B.—Applications from persons willing to act as Agents throughout the Province will be received.

Sir Charles Tupper's Latest Speech.

A CAPITAL EXPOSITION OF THE SITUATION—
READ IT.

In response to the toast in his honor, at the public dinner given him in Winnipeg, Sir Charles Tupper said:—

When in 1878 the people of this country decided again to change the administration of affairs, and the Right Hon. Sir John Macdonald found himself again called upon to assume the direction of public affairs (cheers) he found this important question of the Canadian Pacific Railway occupying an entirely different position from what it occupied when he grappled with it before. We found that the views entertained, and the exaggerated notions held as to cost which that work would involve had taken deep hold on the public mind. Hence we found that no response was given by the financial world to the advertisement which was published asking for tenders for the construction of the railway. I need not tell you that those who had decried our scheme and opposed our proposition to give 50,000,000 acres of land and \$35,000,000 in money for the construction of the railway subsequently invited the world to accept 50,000,000 acres of land and \$30,000,000 in money, and state how much above that they were prepared to take as a guarantee fund, with interest at 5 per cent. for 25 years. The Government spent some years in waiting, but having held that it was an impossibility to construct the road upon any such terms, they received no response. Before the time came for opening the tenders the Government had changed, and it was found that there was but one tender, which was, however, properly speaking, not a tender at all. When the Government came into power it was found that the question occupied an entirely different position from what it had occupied on the former occasion. What then were we to do? Abandon it, after so much money had been spent by our predecessors with no return at all? Instead of doing this, we dealt with it as statesmen are bound to deal with every question, taking it as we found it. We went down to Parliament and propounded

THE SAME POLICY THAT WE HAD PROFOUNDED AT THE OUTSET.

As the North West could not be opened up and rendered of practical value without the construction of a railway, the lands of this fertile country could be legitimately appropriated for the construction of this gigantic work. We accordingly asked Parliament to place in our hands 100,000,000 acres of land in this country as a foundation upon which to base the construction and progress of the railway. This was done, and at the lowest value which any man at this time would place upon the lands we shall have a large margin over and above all that the railway will cost this country. We went to England for the purpose of promoting the rapid construction of this work. But we found that the statements of our opponents had taken too deep a hold upon the minds of the financial world to be eradicated in a year, and we came to the conclusion that it would not be wise to push the question further then, but to disseminate information and go forward step by step until we had regained our former position. It was a pretty significant indication to all concerned that I did not intend to abandon the scheme when I secured 50,000 tons of steel rails for the purpose of going on with my work. We kept still in view of the fact that if these lands were to be successfully devoted to the purpose—if the construction of the railway were to be accomplished by utilizing these lands it was necessary that the world should appreciate them—that the European world should be made aware of their value. The statements of our leading public men as to the character of the country had not been particularly encouraging to capitalists. But the Hon. Minister of Agriculture adopted a policy the success of which every person is prepared to admit to the fullest extent. He showed the European public that we ourselves believed the truth of our statement as to the immense fertility and great resources of the North-West. The Minister of Agriculture stated that such was the confidence of the Government in the character of the country that if a number of tenant farmers, independent, intelligent men, were selected, the Government would be prepared to pay their expenses to enable them to spy out the nakedness of the land, if nakedness there be, and to make a fair, honest report upon which all could rely. We found when we went to England a year ago the sentiment of

THE WHOLE BRITISH PRESS WAS IN ANTAGONISM,

that there was not only ignorance, but what was worse, a disposition to do injustice to the claims of Canada. But I need not tell you of the results of the intercourse of the Right Hon. Sir John Macdonald with that great and illustrious statesman Lord Beaconsfield. (Cheers) Although the latter fell into some errors, yet all knew how difficult it is to convey accurate information in conversation. The result was that Sir John Macdonald was able to inspire the Prime Minister of England with a due appreciation of the resources of the great fertile plains of the North-West, and of the claims of this country upon Imperial statesmen. So far was the mission of a year ago from being bootless, the Finance Minister was able to bring back half a million more than his predecessor, Sir Richard Cart-

wright. The whole tone of the press of Great Britain in reference to Canada, has changed. In view of the purchase of 50,000 tons of steel rails for a million and a half dollars less than the amount paid by my predecessors, my mission can scarcely be called a very disastrous failure. But we did not succeed in launching the great Pacific Railway scheme as we believed that with proper effort we would at no distant day be enabled to do. We then pressed the progress of the work to the utmost extent possible; we believed it necessary to show the financial world, and capitalists everywhere, that we ourselves had faith in the country. We built 114 miles of the railway eastward, and 113 westward, completing the work, the money expended for which might as well have been thrown into the Assiniboine or Red rivers unless the intervening link were supplied. We felt, as we know now, that the question was not of a hundred thousand dollars or millions spent for communication from Lake Superior, but we had great faith in the North West. We put under contract, at the full estimate of some \$6,000,000, the intervening portions between the two sections, the contracts for which had been in progress, but would have been of no value whatever until the intervening link was put in. Not only that, but we placed under contract promptly 127 miles of railway connecting the large fertile districts in British Columbia, the most important in the heart of that Province with the sea-coast at Yale, at the cost of several millions of dollars.

WE THUS SHOWED OUR FAITH IN THE ENTERPRISE

by committing ourselves to the completion of the work as rapidly as was consistent with the interests of the country. Then, again, we visited the Mother Country, when we found everything entirely changed. Instead of every person being apathetic and indifferent, they everywhere felt the keenest interest in the North West. We felt that the time had come to launch this great enterprise successfully and to show capitalists that having faith ourselves we were prepared to receive proposals by which this great work could be placed on its original foundation. I have considerable faith myself in the Minister of Railways, but I have no hesitation in saying that no Government can deal so successfully with railways as private enterprise. (Cheers.) Holding that opinion we reverted to our original policy. We were prepared to give liberal terms, to deal with it in a broad, comprehensive spirit. I am proud to be able to say to you to-night that having dealt with it in that spirit we will be prepared to lay before Parliament the result of our efforts; and I believe that these will be endorsed by the intelligent and the independent people of the Dominion. For, bitter as are the lengths to which political partisans are disposed to go—fierce as have been the strifes between public men in the Dominion—and unjustifiable and reckless as some of these have been—I believe that, notwithstanding any bitterness arising from this cause, the arrangements which we have been enabled to conclude for the construction of the Canadian Pacific Railway—its steady and rapid construction in its entirety—from end to end—have been such as will elicit not only the enthusiastic support of our own friends in Parliament, but also in and out of Parliament of a great majority of the clear-headed, independent and influential residents of the Dominion. (Loud cheers.) When these arrangements come to be discussed, it will be found, not only that we kept safely within the margin of the 100,000,000 acres that Parliament placed at our disposal—but that from the early completion of this stupendous undertaking—from the fact that

IT WILL BE COMPLETED FULLY WITHIN TEN YEARS,

from the Atlantic to Burrard Inlet, on the shores of the Pacific—(cheers)—this last arrangement will, as a whole, be found to compare very favorably with the terms which we originally submitted to Parliament—terms which at the time and since were met with all the doubt, misrepresentation and ridicule, of which our opponents were masters. (Hear, hear.) I need scarcely tell this audience, too, that when we asked the modest appropriation of 100,000,000 acres, we were at the outset met with the query—where is this great quantity of land to be found? That question, Mr. Chairman, received an answer at once complete and satisfactory from a thoroughly independent source; by a gentleman whom I am glad to see here this evening—one of the ablest representatives of that great country to the south of us that any Canadian city has the advantage of possessing—that distinguished gentleman who represents here the Government of the United States. In this matter I feel that I would fail in my duty did I not avail myself of this the first public opportunity I have had, of thanking that gentleman for his very manly, outspoken statement—a statement I believe to be thoroughly well founded in fact. (Renewed cheers.) I need not tell you that when Parliament appropriated 100,000,000 acres to the railway, it becomes my duty to endeavor to ascertain from the most authentic sources what the character of these North Western lands of ours really was. In the prosecution of that enquiry I had a map constructed, showing every part of the country surveyed and explored, and indicating what was the character of the land in the several districts so mapped out. As a result, I found many large blanks.

MORE INFORMATION WAS EVIDENTLY NEEDED; and immediately we organized surveying