

THE CANDIDATES TO VOTE FOR.

KING'S COUNTY.

A. C. McDonald. E. B. Muttart, M. D.

QUEEN'S COUNTY.

Donald Ferguson. William Campbell.

PRINCE COUNTY.

Edward Hackett. John Lefurgey.

THE DAILY EXAMINER.

JANUARY 29, 1887.

Governmental Changes.

We are permitted to announce to-day that the Hon. George W. Bentley has been appointed Commissioner of Public Works for this Province...

The news of these appointments will, we have no doubt, be received with satisfaction by men of both parties and all classes of this community...

But to the Patriot this news will be rather discomfiting.

Nailed!

In its report of the Grit meeting held at Summerside on the evening of Wednesday last, the Patriot published the following statement:—

"Hackett and Lefurgey declined to attend." The facts are that Messrs Hackett and Lefurgey returned to Summerside on purpose to be present to meet their opponents in fair and manly debate...

SUMMERSIDE, Jan. 26, 1887.

JOHN GAFFNEY, Esq., Chairman Lib. Convention. Dear Sir,—I am directed to inquire whether the political meeting advertised for this evening here is intended to be a public meeting...

Yours truly, H. J. MASSEY, Sec'y Lib.-Con. Committee.

LIBERAL COMMITTEE ROOMS, Summerside, Jan. 26th, 1887.

HUGH MASSEY, Esq., Secretary Liberal-Conservative Association.

Dear Sir,—The meeting advertised for to-night is a party meeting for the purpose of hearing the candidates of the Liberal Party on the political situation. If the Conservative Party candidates wish to make arrangements with Messrs. Yeo and Perry for holding subsequent meetings in Summerside and the County, these gentlemen are ready and willing to enter into any arrangements that may be mutually agreed to.

Yours truly, JOHN GAFFNEY, President Lib.-Con. Association, Prince County.

Persons who will deliberately state that which is not true concerning a matter of small importance, will not scruple to mislead the people on questions of great political importance.

A Pitiabie Policy.

COMMENTING upon the attempt of the Opposition leaders to prevent the fulfilment of the bargain with British Columbia, a writer on the subject of the C. P. R. says:—

"Most pitiabie perhaps of all was the combined action of Blake and Mackenzie in the session of 1880, when they divided their labor of party hatred. Blake spending two days, 15th and 16th of April, in attempting to show that nobody would go into the country; that the Germans settled in the United States; and that the Irishman, hostile to Britain, avoided a country under her flag, or if by chance any should go in they would be too poor to pay anything into the treasury; and Mr. Mackenzie, in completion of his part of the agreement, as stated by Blake, see page 1,454 Debates of 1880, laboring with painful assiduity to show that the land was barren and the country not worth going into. These misdirected and unpatriotic efforts against opponents and country stand in miserable and melancholy contrast to the broad, statesman-like and patriotic course of Sir John and his party, that to-day he has the proud satisfaction of having triumphed over this blind opposition, and of seeing the iron horse speeding to and fro over this great country from the Atlantic to the Pacific, and of knowing that thousands and tens of thousands of men are finding employment in forwarding the products of farm and factory and in managing the road and its tributaries; other thousands in the mine, and in the foundries and workshops of the country, providing the supplies daily required in this colossal enterprise, whilst the farmer feeds and the manufacturer clothes all."

—We have not yet clearly grasped the meaning of the word boulder: but if it means a member of Parliament who looks after the "swag," Mr. L. H. Davies is the biggest boulder in the country.

The Railway men's Sunday afternoon meeting which meets in J. D. McLeod's Hall will be open to Railway men's families and friends to-morrow evening from 4 till 5 o'clock. Unconsolidated hymnal used.

Mr. Davies and the Railway Men.

It is but natural to conclude that men who (like Messrs. Ferguson and Campbell) have sprung from the ranks of workingmen, have greater sympathy with the wrongs of workingmen, and would try harder to remedy their grievances, than one who (like Mr. L. H. Davies) never soiled his hands by a day's labor and knows nothing whatever of the workingman's feelings and requirements. It is evident that Mr. L. H. Davies is shrewd enough to see that this is so. He knows, too, right well, the value of the railway vote. There fore he is making a desperate to cajole and humbug the railway men. Flysheets containing reports of what he said in Parliament about the pay of the railway men, have been—by his order, no doubt—scattered about the railway workshops "thick as leaves in Vallambrosa." It must, at first thought, strike the railway men that there are better ways of gaining for them an increase of wages—that's the bait—than by prating about the matter before an assembled Parliament. An hour's quiet talk and argument with the Minister of Railways would do (for obvious reasons) more to gain for the railway men fair play in the important matter of wages, than dozens of Mr. Davies' lamentations in Parliament; and no one is better aware of this fact than Mr. Davies himself.

What, after all, is the gist of Mr. Davies' contention? It is contained in the following words:—

"Mr. Davies.—I do not wish the hon. Minister to have the impression that I contend that the same salary should be paid to the Superintendent of the Island Railway as that which we pay the Superintendent of the Intercolonial Railway. I advanced no such proposition. I understand quite well that the duties and responsibilities of those two gentlemen are very different; that the duties of the one are much more onerous and arduous than that of the other and demand a greater salary, but the proposition I do advance is this, that as regards the labor of men whose work is to a large extent merely mechanical, who are hired by the day to do a certain amount of work, it is preposterous to assert that they should be paid \$2 per day in Moncton and only \$1 a day in Charlottetown."

That is to say, Mr. Davies does not propose that the salaries of the officials of the P. E. Island Railway shall be increased, but that the laboring men shall receive the same pay as laboring men on the Intercolonial. Well, that is what they now receive. Therefore there is nothing whatever in Mr. Davies' contention, and nothing to be gained by his advocacy.

The Patriot, we note, characterizes as "a deliberate falsehood" THE EXAMINER'S statement that "the wages of most of them are just as high during the time they are employed as the wages of employes of the Intercolonial Railroad."

We challenge the Patriot to prove that this statement is not absolutely true. If it be not absolutely true, we have been misinformed.

That there are cases of grievance among the men working on the railway we freely admit. We have repeatedly called attention to such grievances—sometimes with success and sometimes without success,—the statement of the Patriot that "THE EXAMINER has never yet stood up for the railway men," to the contrary notwithstanding.

But apart from all this, it will, we think, be admitted that Messrs Ferguson and Campbell are more likely to promote the special interests of our railway men than Mr. L. H. Davies. Mr. Ferguson has heretofore been pretty successful in his attempts to obtain justice for the Province and its people, and we have no doubt that he will be equally successful, when elected a member of Parliament, in conjunction with Mr. Campbell, and invested with the powers and privileges of a representative of the people supporting the Government.

The Winter Service.

The winter steamers have done good service; but now the ice is becoming to be too heavy for them. They are beginning to be irregular in their trips; and the mails are in future to be sent by way of the Capes.

The experiment with a sealing steamer has, now been tried; and we hope that the lesson will not be lost upon the Government. The opinions of the Captains on board and of other practical men who have observed the operations of the steamer should be obtained with a view to further improvements.

A gentleman of large experience, says in a private letter to a friend—after crossing in the Neptune:

"I am satisfied, from what I saw yesterday, that a steamer like the Neptune—only possessing four times the power—would cross almost every day in winter with comparative safety and certainty."

And a correspondent of THE EXAMINER writes:

"We left Georgetown on Tuesday morning last, at 7 o'clock, in the good ship Neptune, a strong west wind blowing and snow falling quite thick and fast. The prospect looked bad, indeed, for getting over on that day, and some of the passages were hard to be prevailed on by their friends from going on shore to wait a more desirable opportunity. We had not gone far until we met with considerable loose and floating ice of greater or less thickness, which the Neptune seemed to pass over or shove aside with but little trouble. At about 9 o'clock, the weather becoming quite thick by the falling of snow, we had to lay to for some time. On starting again we met several fields of ice ranging from 10 to 15 inches in thickness, which the old 'Swifler' cracked and forced her way through for long distances, seeming only to lack more powerful engines to make her a first-class boat for such service. She worked through it, however, nobly.

After getting into open water we encountered quite a chopping sea, but the Neptune caused her passengers no uneasiness in the way of seasickness whatever, steaming stilly through it as in still water, landing in safety at Pictou about 2.30 p. m. We met the Northern Light on her way to Georgetown, and I was surprised to find that no greetings passed between the two vessels. This is a nautical courtesy I have never before seen omitted on occasion I did not enquire. I hope there is no oceanic feeling between the two boats than a generous and pleasant one of rivalry, stimulated by the great desire to see which can carry mails the more regularly and passengers the more comfortably and safely. My fellow passengers all speak in the highest terms of Capt. Barry and his subordinates; and I have much pleasure in adding that, in my travels, nowhere have I found a more considerate and gentlemanly Commander. The officers, amongst whom would particularly mention the obliging purser, Mr. Lochead, vied with each other in making the passage as comfortable as possible.

It is important that practical information should be obtained as to what is necessary in a steamer to enable her to cope as successfully as possible with the ice of our bays and straits. The want of a steamer to do this is greatly felt both at Charlottetown and Summerside.

THE CAMPAIGN.

Messrs. Ferguson and Campbell returned from Belfast last night. They are in high spirits. Their reception by the good people of Belfast was all they could desire. It was cordial and hearty.

ORGANIZATION MEETINGS.

On the 19th inst., a large and influential meeting of the electors of Wood Island and vicinity, was held in Duncan Crawford's store. After the political questions of the day had been discussed, a branch of the Liberal-Conservative Association was formed with the following officers:—President, Robt. T. Dixon; Vice-President, Malcolm N. McMillan; Secretary, D. Crawford; Treasurer, Alex. McEachern. It was then resolved that the Association meet on Wednesday of each week. After three cheers had been given for the Liberal-Conservative Party and Sir John, the meeting adjourned.

A branch of the Liberal-Conservative Association of Queen's County was formed at Crapaud on the 25th inst., with the following officers:—President, Bradford D. Howatt; Vice-President, James Johnson; Secretary-Treasurer, O. B. Wadman. An executive committee of seven was appointed, and Wednesday night of each week was appointed as the night of meeting. After some appropriate speeches by those present, the meeting adjourned.

The electors of Cavendish Road and vicinity held an enthusiastic meeting for the purpose of organization, on the evening of the 25th inst., when the following officers were duly appointed:—President, Capt. James Boutte; Secretary, Peter Dorian. A canvassing committee of seven was also appointed, and Monday night determined upon as the night of meeting.

At a large and influential meeting of the electors of Collett's Mills Polling Division, held on the 26th inst., a branch of the Liberal-Conservative Association was formed and the following officers appointed:—President, A. Collett; Vice-President, James Newson; Secretary-Treasurer, John Bradley. A committee of seven was also appointed and Tuesday night appointed as the night of meeting.

LARGE MEETING AT SUMMERSIDE.

A correspondent at Summerside writes: One of the largest meetings of the campaign was held last night in Ludlow Hall.

Mr. LEFURGEY was the first speaker. He dealt with the questions at issue in a plain straightforward way and was well received.

Mr. YEO then made a little speech with very little in it.

Mr. HACKETT spoke for one hour and a half, and made a brilliant defence of his parliamentary career. His speech was one of the best ever delivered in the Hall. Today it is admitted even by his opponents to have been a masterly effort. While he was speaking a copy of the Patriot of the 27th was handed to him containing an untruthful report of the Grit meeting which washed here on Wednesday evening. Amongst other things it stated that Messrs. Lefurgey and Hackett declined to meet their opponents. The correspondence on that subject was then read, which showed that Mr. Massey, the Secretary of the Liberal-Conservative Association had written during the day to Mr. Gaffney, the Chairman of the Liberal Convention, on that subject, who replied that the meeting was to be a party one, and intimating plainly that the Conservative candidates were not wanted.

The prompt nailing of this lie had a good effect, and went to show what little reliance is to be placed in Grit speeches, and their newspaper reports.

The meeting of last night was called on account of our candidates being refused a hearing at the Grit meeting. Many of their former supporters are disgusted with their tactics and will not vote as hitherto.

Messrs Hackett and Lefurgey will hold a public meeting at Kensington to-night, to which the Opposition candidates are invited. Messrs Hackett and Lefurgey are meeting with splendid encouragement and are confident of success. Electors have had the idea that Mr. Yeo could not be defeated, but when they are shown the very small majorities that he has had, varying from thirty to sixty votes, they see that a very little extra effort on the part of the Conservatives may retire him from parliamentary duties. Mr. Perry and his friends know there is no chance for his election.

Somebody who has been examining the records says that 1887 is the fiftieth anniversary of the following:—President Van Buren takes office, March 4; Victoria becomes Queen, June 20; Evans storms Irun, May 17; Espareto takes Hernani, May 15; Carlist defeat at Valencia, July 15; Imperial Parliament dissolved, July 17; Cholera in Europe, July-August; Carlist victory at Herrera, Aug. 24; Saldanha and Terreira defeated, September 18; French Chamber of Deputies dissolved, October 4; French storm Constantinople, October 13; Persians besiege Herat, November 22; Winter Palace at St. Petersburg burned, December 29; Father Mathew's temperance mission began; publication of Pickwick's Papers and of Carlyle's French Revolution.

The Czars and Czarina are arranging for a tour of Europe in the spring.

The Winter Passage.

INTERESTING TRIP ACROSS THE STRAIT.

A passenger who crossed from Pictou to Georgetown in the Northern Light yesterday, tells an interesting story of the trip of that steamer and the Neptune. He says:—Both steamers left Pictou about a quarter to seven in the morning. The Northern Light had a slight lead, but was overtaken and passed by the Neptune before she had got outside the harbor. When the Neptune got outside she met some good leads of water. For a time she had smooth sailing, but finally got into a heavy ice jam, which carried her around the western end of Pictou Island, and it was not until the turn of the tide, some three or four hours later, that she was released from her bondage and made her way to Georgetown. The Northern Light was not so fortunate as the Neptune in getting the leads of water. She kept more to the southward, doing excellent work among the ice, breaking through "cakes" from twelve to eighteen inches in thickness. She, however, got caught in an unusually heavy jam which held her fast. After about an hour's hard work during which jack-screws were used to raise her up, she was released, and proceeded to again wrestle with the ice, which was there in abundance and of various degrees of thickness. After butting about for some time the steamer at last worked her way to the eastern end of Pictou Island, when, with the turn of the tide and the increasing southwest wind, the ice opened up and the steamer was enabled to make her way through with comparative ease, arriving off Georgetown harbor about a quarter to seven in the evening. The ice in the harbor was from six to eight inches in thickness, and it was almost eight o'clock before the steamer reached the wharf. Our informant thinks the Northern Light is the best boat in heavy hummock ice, but the Neptune is superior in thin field ice. Even had the Neptune the same power as the Northern Light, he thinks she could not do as good work, as she is too long and wide.

Auction -- Auction

I HAVE instructions from CHAS. PALMER ESQ., to sell by Auction all the Wood, Poles, Timber and Other Stuff, on his wilderness land at Mount Stewart, laid off in plots by survey; also, FENCE RAILS, cut and piled. Auction on Tuesday Next, 1st February, AT 11 O'CLOCK, at M. Power's premises, adjoining the land, where the plan can be seen. If the day proves stormy, sale next day. TERMS EASY. JOHN SCOTT McLEOD, Auctioneer. Jan. 29 if

P. E. ISLAND RAILWAY.

CARD OF THANKS.

THE Undersigned, on behalf of the P. E. I. Railway, begs to thank the citizens of Georgetown for their very prompt and hearty assistance in getting under control the fire which broke out in the Engine House, at Georgetown, on the evening of the 26th inst.

JAMES COLEMAN, Superintendent, Railway Office, C'town, Jan. 29, 1887.—H

GRAND ORCHESTRAL CONCERT,

Y. M. C. A. HALL, MONDAY, the 31st Instant.

Mr. Vinnicombe, Conductor.

Vocalists: Miss KNIGHT and Miss NEWBERY. Miss LEWIS, Accompanist.

PROGRAMME:

- Wedding March..... Mendelssohn Orchestra. Violin Duet—Study No 5..... Wohlfahrt Miss Findley and Mr. Vinnicombe. Waltz—"Rendez-vous"..... Waldteufel Orchestra. Vocal Solo (with string accompaniment)—"The Chorister"..... Sullivan Miss Knight. Gloria in Excelsis (from No. 2 Mass)..... Mozart Orchestra. Cornet Solo—Concert Polka (Lebewohl)..... Pflug Mr. Fletcher. Violin Duet—Study No. 2..... Wohlfahrt Miss McDonald and Master J. Hyndman. Grand Potpourri—"O Fair Dove, O Fond Dove"..... Schlegelgrell Orchestra. Vocal Solo—"Beautiful Love"..... White Miss Newbery. Cornet and Clarinet Duet, with String Accompaniment—Andante in A..... Carl Messrs. Fletcher and Vinnicombe. Violin Solo, with String Accompaniment Ava Maria..... Gomnod Mr. Vinnicombe. Waltz—"Love Songs"..... Faust Orchestra. Violin Solo, with Clarinet obligate—"Romance"..... Sivori Miss Belle Newbery and Mr. Vinnicombe. "Good Night," from Martha..... Flotow Orchestra.

GOD SAVE THE QUEEN.

Concert at 8, sharp. Tickets may be had at Chappell's Diamond Bookstore; also, Lewis' Photographer. Jan. 28, 1887.

AUCTION SALE

MONDAY NEXT, Jan. 31st, at 11 o'clock, at Auction Rooms, 11 Queen Street:— 100 bris. Labrador Herrings, 25 quintals Dried Codfish, 100 boxes Boneless do, 5 bris. Foxberries, 30 do Apples, 10 boxes Lemons, 5 kegs Grapes, Coffee, Soap, Starch, Baking powder, Dried Apples, Pearline, Pressed Hops, Bird Seed and sundry other articles to close consignments. A. McNEILL, Auctioneer. Ch'town, Jan. 27, 1887.—31

SPECIAL SALE.

THE Subscriber, being obliged to enlarge and refit his store to accommodate his rapidly increasing trade, will sell his extensive stock of Gold and Silver

WATCHES, CLOCKS, SILVERWARE, VASES, LUSTERS, MANTLE SETS, SPECTACLES, &c., &c.

AT A REDUCTION OF FROM

Ten to Twenty-Five Per Cent.

Sale to commence FEBRUARY 1st, and continue for six weeks.—FOR CASH ONLY.

W. W. WELLNER, North Side Queen Square.

Ch'town, Jan. 27, 1887—cod & wky 4 wks

Dress Materials.

Velveteens in every shade. Mantles and Jerseys. The largest stock of Carpets on the Island. Corsets all sizes and prices. Wool Squares and Scarfs—all at very Low Prices.

GIVE US A CALL.

JAMES PATON & CO., MARKET SQUARE.

Ch'town, Jan. 12, 1887.

BEER BROS.

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Ch'town, Jan. 14, 1887.

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J. MOSCRIPT PYE & CO., Export Booksellers, Stationers and Publishers, 151 WEST REGENT ST., GLASGOW, SCOTLAND.

Nov. 13th, 1886—3 mos cod

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DORSEY, GOFF & CO. Ch'town, Jan 29, 1887.