THE DAILY EXAMINER.

MARCH 21, 1888.

New Policy of the Grits.

THE policy lately expounded at Ottawa, involves the abolition of subsidies to Provinces and direct taxation. Suppose that it be adopted, how will it operate? Necessarily the revenue obtained by taxes on goods imported from the States will, under unrestricted reciprocity, be lost to Canada. This revenue amounted, last year, to $7,299,591.68. In addition to this we must necessarily lose a portion of the revenue derived by means of taxes upon goods imported from other countries; for if we buy more in the United States, we shall, of course, buy less elsewhere. The amount we shall thus lose has been estimated, by careful calculators at about $5,000,000. So that the loss of revenue under unrestricted reciprocity, to be made up by direct taxation, will be fully $12,000,000 a year.

Then, the subsidies now paid to the Provinces are, under the new policy, to be abolished, and the people of the several Provinces are to make up, by direct taxation, the amounts required for the maintenance of their respective Governments, Legislatures, Provincial buildings, works, etc. Last year there were paid to the Provinces as subsidies, $4,169,341.04. Add this sum to $12,000,000, which will be lost to the revenue as a result of unrestricted reciprocity, and we shall see how much will have to be made up by direct taxation. Upwards of $16,000,000 a year! Suppose the population of Canada to be 5,000,000, direct taxation, to the amount of $3.20 per head of every man, woman and child in Canada will have to be levied,—if the new policy of the Grits should be adopted. The collection of this direct tax will necessarily involve the expenditure (to collectors, printers, etc.,) of a large sum; but we shall say nothing about that. To bring the matter home, how much will this Province have to pay in direct taxation, if the policy of the Grits be adopted. Say that it contains 110,000 persons,—each person will have to pay $3.20 to the tax gatherer every year—or $352,000 a year.

It is well to consider this question from every point of view? How would the farmers of P. E. Island like to be compelled to make up, every year, by direct taxation, $352,000?

The direct taxes of 1877 and 1878 were a mere *bagatelle* as compared with the direct taxes which will be levied upon the farmers of Prince Edward Island, should Sir Richard Cartwright and Mr. L. H. Davies succeed in foisting the new policy of the Grits upon this country.

Explanations Needed.

THE *Empire's* report of the Parliamentary proceedings of Thursday last contains the following:—

"An hon. gentlemen—What about the elections since?

Hon. Mr. Davies replied that the less that was said about the elections the better, as the Government had been defeated wherever they had not poured out money like water and bribed the constituencies.

Sir John Macdonald—What a corrupt lot they must have been according to this man? (great laughter.)

Sir Richard Cartwright—The offer of the Maritime Provinces was made to us, but Mr. Blake was too honest to take them.

Mr. Wallace—You need Mr. Purcell down there. (Renewed laughter.)

It is a pity that the charges of Mr. Davies and Sir Richard Cartwright were not a little more definite. Who offered the constituencies of the Maritime Provinces to Mr. Blake? What authority had anyone to sell the votes of the freemen of the Maritime Provinces? Who poured out money like water and bribed the constituencies. Men who make damaging charges such as those contained in the statements of Mr. L. H. Davies and Sir Richard Cartwright should deign to be definite. These gentlemen have slandered the electors of the Maritime Provinces by wholesale. Sir Richard can, perhaps, afford to do so with impunity. But what about Mr. Davies?

In its commentary on the slanderous charge of Mr. Davies and Sir Richard, the *Empire* says:

"The electors in that section of the Dominion will not fail to note the opinion the Grit leaders have of them. Mr. Davies leads off in the campaign of slander, and Sir Richard not to be outdone by his assistant from Prince Edward Island, caps the climax of political mendacity by representing those provinces as for sale to the highest bidder. We have no doubt that those gentlemen will hear from the Maritime constituencies before the year is out."

—The *Empire* remarks:—

"That was a 'cheeky' observation of Hon. Mr. Davies in the Commons yesterday—that if Commercial Union had been adopted years ago Manitoba, instead of its present population, would contain a half million of people to-day! We wonder who is to blame if the Northwest has not a larger population? Whatever Grit politicians, Grit newspapers, and Grit agencies of various kinds could do to keep people from settling in that country has been done, and with a malevolence that seemed to proceed from the bottomless pit. They endeavored to prevent the building of the C. P. Railway: they published to the world that the Northwest lands were worthless; they encouraged the Manitoba Farmers' League, which advised the people of Europe not to emigrate to Manitoba; they showed their sympathy with the atrocious rebel leader, whose rebellion put back emigration to Manitoba for years; and now Mr. Davies has the "cheek" to censure the Government because the population of Manitoba, in consequence of the Grit Methods, is not greater than it is."

The Monarchs of Europe.

Queen Victoria, now one of the oldest sovereigns in Europe, will be 70 years of age if she lives till 24th May next. She has reigned for over 50 years. She is in good health and may be hoped to live and reign for many years to come. The Prince of Wales is 47 years of age.

The new German emperor is 57 years of age, and his empress, Victoria, 48.

The King of the Belgians, Leopold II., is 53, and has reigned nearly 23 years.

The Emperor of Austria, Francis Joseph, is 58 years old, and has worn the imperial crown 40 years.

The King of Italy, Humbert, is 44 years old, and has reigned ten years.

Alexander III., Emperor of Russia, is 43 years of age, and has reigned seven years.

Christian IX., King of Denmark, is 70 years old, and has reigned 25 years.

Oscar II, King of Sweden and Norway, is in his 60th year and has worn the crown 16 years.

Louis I. of Portugal, is 50 years old, 27 of which have elapsed since he came to the throne.

Alphonso XIII. of Spain is not yet two years old, his mother being Regent.

Georgios, King of Greece, is 45 years of age, and has been king for a quarter of a century.

Abdul Hamid II, Sultan of Turkey, is 46 years of age, and has been Sultan during 12 years.

William III, King of the Netherlands, is the oldest sovereign in Europe, being 71 years of age, and has just completed the 40th year of his reign. The King of Roumania, Carol I, is 49 years of age, and but for seven years past a king. The reigning Prince of Montenegro, Nicholas I, is 47 years old and has reigned 28 years. The King of Servia, Milan I, is 34, and has held the throne 14 years.

It will be seen from the above list that Queen Victoria has reigned longer than any other European sovereign.

An Act for the Protection of Railway Employes.

Mr. McCarthy's bill for the protection of railway employes, introduced in the House of Commons at Ottawa, provides that,—

On every railway at all times, after the coming into force of this Act, the space between the rails in each railway frog extending from the point thereof backward to where the heads of such rails are not less than five inches apart and the space between each guard rail and any other rail fixed and used alongside thereof, and between all wing rails where no other rail intervenes, shall (save only where such space between the heads of any such wing rail and railway frog as aforesaid, or between any such guard rail and other rail fixed and used alongside thereof as aforesaid, or between the heads of any such wing rails where no other rail intervenes as aforesaid, is either less than one and three-quarters of an inch or more than five inches in width) be filled in with packing.

The running board on the roof of each boxed freight car on any railway shall, at all times after the coming into force of this Act, be of a sufficient thickness and strength, and not less than thirty inches in width, and shall, with proper and safe supports, extend the whole length of such car and beyond each end thereof to a point not more than two inches less than that to which the deadwood or bumpers at each end of such car likewise extend; and alongside each running board a railing or chain shall extend from end to end of the car, securely fastened to and supported upon uprights or supports at least two-and-a-half feet in height, securely fastened to the roof of the car, the whole to be of sufficient strength to support the weight of any employe whose duty may call him upon the roof of the car.

The oil cups used for oiling the valves of every locomotive in use upon any railway shall be placed within the cab of such locomotive, the oil to be conducted by proper conducting pipes to such valves, so that from and after the coming into force of this Act no employe shall be required to go outside the cab of the locomotive while the same is in motion for the purpose of oiling such valves.

Every railway employe owning working or operating any railway, shall, on and throughout the said railway, so make, arrange and construct and re-arrange, re construct and maintain all railway frogs, wing rails, guard rails and other rails forming part of such railway or used therewith, and every such space aforesaid, and the filling in thereof with packing, as aforesaid, and the running board on every such boxed freight car as aforesaid, and the chain, rail, uprights and supports alongside such running board, and the oil cups and conducting pipes upon every such locomotive in such manner and at such time that the same shall respectively conform to and comply with the requirements in that behalf of this Act.

LETTERS TO THE EDITOR.

A Stranger Lost on the Island.

SIR,—Here is a matter that concerns us all. A stranger visiting the Island, passing through the country and admiring its beauties and loveliness throughout the summer gets lost on the public highways and asks where are the mile posts.

Observing that the roads are obscured by snow in winter he asks the same question.

Arriving from Charlottetown at the Seaside Hotel in the month of August, he finds from the guessing by all the experts there that he has travelled thirty-six instead of the eighteen miles he should have travelled, and asks what has become of the mile posts. Starting out again and again to see the Island in different directions from its chief city he again and again gets lost.

No one can tell him what has become of the mile posts. Few seem to know what that means. No one knows the distances. All tell him that the natives themselves are continually getting lost on their own highways. The most intelligent tell him that they never thought of mile posts and their importance before.

Finally he meets an old citizen who had travelled and asks him about the mile posts, and is informed by him that no such thing ever existed on the Island. Whereupon the stranger gives it as his opinion that no other christian civilization on the globe can boast that its Government has never erected mile posts marked with pointers and distances to inform and direct its own citizens and then leaves the Island.

PEDESTRIAN.

A circular has been issued calling for a convention at Truro on the 27th inst., to organize and extend the Prohibition party throughout the Province.

The Starr Manufacturing Company of Halifax reports profits of $10,000 during the past year.

TELEGRAPHIC NEWS.

SPECIAL DESPATCHES TO THE EXAMINER.

MERCY REFUSED.

Millman Must Hang.

OTTAWA, March 20.

The Governor-General has refused to interfere with the carrying out of the sentence in the case of Millman, the P. E. Island murderer, and he will accordingly be hanged on the 10th of April.

NEWFOUNDLAND.

Union With Canada.

BOWERS IN OPPOSITION.

The Movement Likely to be Successful.

HALIFAX, March 20.

A St. John's Nfld., cable to the *Herald* says that Right Rev. Dr. Power, Roman Catholic bishop of St. John's, has declared in favor of Confederation with Canada. The *Colonist*, which is the only newspaper opponent to Confederation, is appealing to class and race prejudice. Its editor, (Mr. Bowers) sprang an anti-union resolution before a small portion of the Irish Society, which has created a bad feeling. Mr. Kent, President of the Society and a leading Irishman in the Colony, is a strong advocate of union and repudiates Bowers' conduct. The majority of the Legislature favor sending a delegation to Ottawa.

AN EXPLANATION.

The Mayor of New York on the Flag Question.

NEW YORK, March 20.

Mayor Hewell sent to the Aldermen today a letter explanatory of his action in refusing to permit the Irish flag to be raised over the City Hall on St. Patrick's Day. The Mayor makes a long, careful and very deep analysis of the ethics as well as the law of the subject, and concludes that the danger line is reached, "where we must decide if native or foreign ideas are to rule the city." He says as it is a part of the Irish demand for Home Rule, that the Irish should rule Ireland, so they should concede the right of Americans to rule America. He calls attention to the fact that under the action of Congress all foreign born citizens have equal rights under the law with native born American, and it would be manifestly wrong for a public officer to recognize one foreign nation more than another.

DOMINION PARLIAMENT

UNRESTRICTED RECIPROCITY.

THE DEBATE CONTINUED.

OTTAWA, March 20.

In the Commons,—

Rinfret resumed the debate on the reciprocity question. Speaking in favor of Sir Richard Cartwright's resolution.

Mr. Gigault replied, opposing the resolution. He showed that the National Policy had developed the manufacturing towns, which in turn had made large demands upon the agricultural districts for supplies. He was in favor of reciprocity in natural products, but the loss of the home market, occasioned by reciprocity, would not be compensated by the increased market for agricultural products in the United States.

Mr. McDonald (Huron) followed, quoting from Sir John Macdonald's speeches in 1877, in which the Premier declared that they proposed to adopt the National Policy in order to obtain free trade with the United States. Resuming, after recess, Mr. McDonald contended that the United States formed a natural and most profitable market, and that the Government had refused to carry out their standing offer of reciprocity in natural products.

Mr. Brown, of Hamilton, followed. He made one of the most practical speeches of the session, reading quotations from letter after letter, and telegram after telegram from the leading industrial establishments of the country, setting forth the disastrous results which must accrue to the commercial and industrial interests of Canada if such a radical scheme is consummated.

Mr. Choquette, of Montmorency, followed in French, quoting from an address delivered by Sir George Cartier, shortly before his death against high customs taxation and in favor of reciprocity.

Mr. Wood (Westmoreland) followed with one of the most excellent speeches of the session. In clear and logical arguments he revealed the many failures underlying the arguments of the opposition, and contended that the scheme, in its present form, would never be accepted by the United States, as it would direct American importations through Canadian channels; nor would Canada accept the scheme of a customs union which would divert Canadian trade to American cities, destroying the identity of Canadian industry and commerce, and inevitably lead to separation from Great Britain.

Mr. Sproule moved the adjournment of the debate, and the House adjourned at one o'clock.

Weather Bulletin.

TORONTO, March 21—10 a. m.

Partly cloudy, or cloudy mild weather with occasional rains.

Steamship Disaster.

HALIFAX, March 20.

The steamer Nederland, with 700 passengers from Antwerp for New York, broke her propellor 800 miles east of Halifax, on the 12th inst., and drifted about for three days. On the 15th she was taken in tow by the steamer Amsterdam, from New York for Rotterdam, and arrived here to-day. The Nederland will be repaired here. Her passengers will be forwarded by boat or rail.

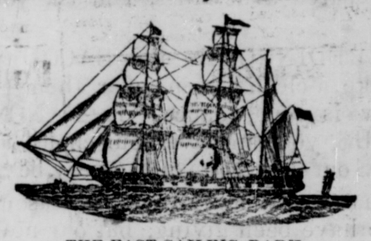
Rev. John Weir, a Methodist minister in the city, has been appointed lecturer in Tokio, Japan.

FROM BOSTON

—FOR—

Charlottetown, P. E. Island.

SPRING, 1888.



THE FAST SAILING BARK

MOSELLE,

R. RENDLE, Commander,

—WILL SAIL—

From Boston for Charlottetown

About the 10th April.

For Freight apply in Boston to Messrs. Chas. Stuart & Co., 19 Broad Street, or here to the owners,

PEAKE BROS. & CO.

Ch'town, March 21, 1888—eod tf

EGGS! EGGS!

Wanted, during the Shipping Season,

300,000 Dozen.

WE are prepared to pay the highest market price. Our Warehouse is conveniently situated, — BALDWIN'S OLD STAND, Corner of Queen and King Streets. Special attention given to the careful carting and handling of all Eggs shipped to us. Empty Cases always supplied to customers.

RITCHIE BROS. & CO.

mch21—dy 3i wky tf

MORTGAGE SALE.

To be sold at Public Auction, on FRIDAY, the Twentieth day of April, A. D. 1888, at Twelve o'clock, noon, at the Court House in Charlottetown, under and by virtue of a Power of Sale contained in an Indenture of Mortgage, bearing date the Fourteenth day of March, A. D. 1881, and made between Alexander Lemon, of Montague Bridge, of the one part, and Archibald Kennedy, Francis Dogherty and Eliza Dewar, of the other part:—

ALL that tract, piece or parcel of Land situate, lying and being at Montague, on Township Number Fifty-two, in King's County, bounded as follows, that is to say: Commencing on the west side of Main Street, at the north-east angle of land in possession of Archibald McLaren, and running thence west along Archibald McLaren's boundary line for a distance of one hundred and ten feet, or until it meets land in possession of John Annear; thence north along said John Annear's east boundary line for a distance of fifty-five feet, or until it meets land in possession of John Dalziel Bell; thence east for a distance of one hundred and ten feet to Main Street; thence south along said street for a distance of fifty-three feet to the place of commencement. Also—All that tract, piece or parcel of land situate at Montague Bridge aforesaid, and bounded as follows, that is to say: Commencing at the north-east angle of a plot of land in possession of Charles D. Poole, and running from thence in a northwardly direction (along the west side of the street leading from Main Street to the new Government Wharf) for a distance of fifty feet; thence at right angles westwardly one hundred feet; thence south parallel with the aforesaid street fifty feet, or until it meets the north boundary of land in possession of Charles D. Poole; thence east along said boundary to the place of commencement, containing one-eighth of an acre, a little more or less. Also—All that other tract, piece or parcel of land situate at Montague, Township Number Fifty-nine, and bounded as follows: Commencing on the south-western side of the road leading from the Ferry Road to Montague Bridge, in the western boundary of fifty acres now or formerly in possession of Augustine C. McDonald; thence south three degrees east along said boundary to the rear boundary of farms fronting on that section of the Montague River; thence following said line westwardly ten chains; thence north three degrees west to the Ferry Road; thence east along the same to a continuation of the east boundary of three and three-quarter acres sold to Hugh McPherson, and in the possession of Charles D. Poole; thence northwardly along the same to the Montague River Road, and thence southeastwardly along the same to the place of commencement, containing eighty acres and one quarter, a little more or less, together with all houses, buildings, rights, members and appurtenances thereunto belonging or in anywise appertaining.

Dated this Twentieth day of March, A. D. 1888.

ARCHIBALD KENNEDY,
FRANCIS DOGHERTY,
ELIZA DEWAR,
Mortgagees.

mch21—law tl sle (wed)

TEA AND FANCY TABLES.

THE LADIES OF ST. JAMES' CHURCH intend having their Tea and Fancy Tables on

THURSDAY, 22nd MARCH,

—IN—

ST. JAMES' HALL.

COMMITTEE:

Mrs. Jas. Carruthers,	Mrs. M. McLeod,
" D. MacNeill,	" Dr. Blanchard,
" A. Lord,	" A. A. Bartlett,
" A. Kennedy,	" Robertson,
" Angus,	" McGregor,
" James,	" G. H. Toombs,
" McKinnon,	Miss McGill,
" Hyndman,	" McKinnon,
" Murray,	" Brown,
" Crosskill,	" G. Mason.

A fine collection of FANCY GOODS and APRONS will be offered to the public. All are invited.

Admission, 10 cents. Tea, 25 cents.

Doors open at 2 o'clock, p. m. Tea at 5 o'clock, sharp.

ISABEL McNEILL,
Secretary.

feb28—2aw sat tues

Furniture, Carpets, &c.

I will sell by Auction, at my Salesroom, on FRIDAY, 23rd inst., at 2 o'clock, p. m.:—2 Parlor Sets, 2 Bedroom Sets, Dining Room and Kitchen Furniture, Carpets, Oil Cloths, Pictures, Clocks, Crockery, etc., etc.

G. M. HARRIS,
Auctioneer.

mch19

Paper Hangings for this Season.

Our Immense Stock of Room Paper is now ready for sale.

WE HAVE OVER 30,000 ROLLS ON HAND,

Bought in England, Scotland, United States and Canada,

Newest Patterns and Lowest Prices.

Staple & Fancy Dry Goods, Carpets & Oil Cloths,

VERY CHEAP.

PERKINS & STERNS'.

Charlottetown, March 12, 1888.

GREAT CLEARANCE SALE

—OF—

BOOTS & SHOES,

—AT THE—

Dominion Boot & Shoe Store.

During the Month of March,

J. B. MACDONALD

—WILL CLEAR OUT HIS—

Entire Stock of Boots and Shoes at a Discount of 20 per cent. off his usual low prices.

The Stock is nearly all New last Fall. Customers are sure to get the best value for their money at THE DOMINION BOOT AND SHOE STORE.

J. B. McDONALD,
PROPRIETOR.

February20—dy & wky

March, 1888.

GREAT CLEARANCE SALE

—OF—

D-R-Y G-O-O-D-S.

JAMES PATON & CO.

Must clear out Surplus Stock to make room for Large Spring Importations. Bargains will be given in every Department during this Month.

Ladies and Children's HOSIERY,	Men's Heavy OVERCOATS and REEFERS,
" KID GLOVES and MITTS,	SILK and FELT HATS,
ULSTER and MANTLE CLOTHS,	RUBBER CLOTHING,
CORSETS, all sizes (from best makers),	LINDERS and DRAWERS,
White and Cream LACES and EDGINGS,	CARDIGAN JACKETS,
Wool and Tapestry TABLE COVERS,	SILK HANDKERCHIEFS and SCARFS,
DRESS GOODS (in newest shades),	LINEN COLLARS and CUFF.

SCOTCH TWEEDS—Nice patterns, selling very cheap,
TRUNKS and VALISES, all sizes, " "
ROOM PAPER—The latest patterns, the largest assortment, the lowest prices.

JAMES PATON & CO.,
MARKET SQUARE.

March 1, 1888—dy & wky

BEER & GOFF'S.

Headquarters for Staple and Fancy Groceries.

We Have Now on Hand a Very Large Stock of

CANNED GOODS, in Peaches, Pine Apple, Corn, Tomatoes, French Peas, Sardines, Salmon, Lobster, Corned Beef, Dried Beef, Ox Tongue, Cured Tongue, Pea Soup, &c., &c.

LEA & PERRINS' WORCESTER SAUCE, Tomato Sauce, Harvey's Sauce, Mushroom Catsup, Yorkshire Relish, Mangoe Chutney, Capers, Ess. Anchovies, China Say Olives, Curry Powder, Salad Oil, French Mustard, &c., &c.

CROSSE & BLACKWELL'S MIXED PICKLES, Chow Chow, Onions, Piccalilli and Pickled Walnuts.

KEILLER'S MARMALADE, JAMS and JELLIES of all kinds.

POTTED HAM, Devillled Ham, Potted Tongue, LIEBEG'S EXT. MEAT, Fluid Beef, Milk Food.

All Fresh, Good Stock.

BEER & GOFF,

Queen and King Squares' Stores.

Feb. 9, 1888—oaw & wky