

# THE EXAMINER.

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## 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 Junc.	Ar 10.10 "	
Royalty Jnction	Dp 10.15 "	
Charlottetown	Ar 11.50 a.m.	
Charlottetown	Dp 8.00 a.m.	Dp 3.00 p.m.
Royalty Jnction	" 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.
Summerside	Dp 1.30 p.m.	
Wellington	" 2.19 "	
Port Hill	" 3.00 "	
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.	
Summerside	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.
Charlottetown	Dp 2.30 p.m.	
Royalty Junction	" 2.53 "	
Mt. Stew't Junc.	Ar 4.10 "	
Mt. Stew't Junc.	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 "
Morell	" 9.28 "
Mt. Stewart Junction.	Arrive 10.10 a.m.

### Trains Going East.

STATIONS.	No. 8, Mixed.
Mt. Stewart Junction.	Depart 4.15 p.m.
Morell	" 4.58 "
St. Peter's	" 5.30 "
Harmony	" 6.48 "
Souris	Arrive 7.10 "

## ALEX. MACMAB,

Sup't and Engineer.  
Railway Office, Ohtown, Nov. 28, 1879.  
—pat pres h a ne sp sj kea pio Gi

## VALUABLE PROPERTY FOR SALE.

THE Subscriber offers for Sale all that Valuable Property situated on corner of Grafton and West streets, and comprising Town Lots Nos. 15 and 16 in the third hundred of Town Lots in Charlottetown. Also, that Property on Kent Street, consisting of Town Lots Nos. 67 and one-half of 66, also in the third hundred. This property is a most desirable one for private residences, and will be sold low. If not disposed of by private sale, it will be offered at Auction about June 1st, next. Offers for part of the property will be received. For further particulars apply to Messrs. DAVIES & SUTHERLAND, or to the subscriber.

F. MITCHELL,  
Trustee.  
Georgetown, Feb. 19, 1880—2aw

## Daily Examiner!

1880.

Advertises Cheap FOR CASH!

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Persons who have not yet settled last year's accounts, will please do so before commencing the business of the coming season.

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IS OUR MOTTO.

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Political News,  
Social News,  
Commercial News,  
Shipping News,

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A few Advertisements only, received  
J. W. MITCHELL, | W. L. COTTON,  
Office Sup't. | Manager

## SECOND EDITION

THE DAILY EXAMINER.

MARCH 20, 1880.

Good Times Coming.

The London Times announces, with the approach of spring, "a marked revival of trade. The effects of the change," we are told, "are already visible on all sides. The cry of universal distress which was raised very loudly only a few weeks since, is heard no longer, or has sunk to an occasional whisper. The country has got through the winter, with some hardships by the way, but without anything like the degree of suffering that was predicted for it. The tide has now fairly turned. The happy change is not, however, without its drawbacks. It is the old story of Deshurun, who grew saucy and rebellious, as he grew fat and prosperous. Instead of a season of slack work, a season of strikes seems to have set in. Scarcely a day passes without the news of some fresh labour dispute." Complaints are also made of the number of vagrants who still continue to ask for help on the plea of "hard times and destitution. Moreover, owing to the habit practised by some insatiate hypocrites of visiting from three to a dozen different soup kitchens every day, many benevolent persons continue under the impression that the distress is yet unabated. The Times seems to believe that, even at its worst moment, it was greatly exaggerated.

## The Famine.

A correspondent of the London Telegraph states that the inhabitants of the districts on the north shore of Donegal Bay are in great distress, and are in especial need of clothes, blankets, &c. Some of them are almost naked. He requests generous English families to send them any of these articles, of which most households have a cast-off stock, in care of Messrs. McDevitt, Glenties, Donegal. The general distress is also greater in this region than in any other part of Ireland. Not long since an old woman, one of three unmarried sisters, who lived alone in a cabin near Ardara, was found dead near a bog with a creel of turf beside her. The exertion of carrying the sods had been too much for her exhausted frame, the doctor who examined the body saying that it was merely a "skeleton in a bag of skin." Might it not be possible to send relief of the kind indicated from Canada to the above address. The cost of old clothing and bedclothes would be nothing, and the steamship lines might, under the circumstances, be prevailed upon to convey them at a reduced rate, due precaution being, of course, observed, as to the source from which they were obtained.

## IRELAND!

Hearts are failing, mothers wailing,  
Home is drooping o'er the land;  
God of Mercy! help dear Erin,  
Stay thy famine with Thy hand.  
Clouds are gathering, darkly gathering,  
Fast the tide of woe rolls on;  
Help dear Erin, oh, ye people  
Till the wave of want is gone.

"Help us! help us! or we perish,"  
Is the cry from o'er the deep,  
And the billows of the ocean  
Chant a lonely dirge and weep.  
Help dear Erin! help dear Erin!  
Sounds a tocsin from the dead,  
Sounds the voice of armed martyrs  
That a nation's glory led.

They are dying! they are dying!  
Sighs the breeze upon the stream,  
They are dying! Erin's children—  
Oh, my God! is this a dream?  
In the midst of wealth and plenty;  
Hunger knocking at the door;  
Shrouds of pity, shrouds of mercy,  
Wrap the dead for ever more!

Cold the night, and chill the morning,  
Dies the fire upon the hearth;  
Dies the hope in Erin's children,  
Faint each ember quenched by death.  
Wee is Erin! wee her people!  
Famine darkens o'er the land;  
Tears of sorrow bathe the nation  
Suffering Erin—faithful band!

They are dying! they are dying!  
Sighs the harp across the deep.  
They are dying! Erin's children  
Chant the psalm of death in sleep;  
Tears and sorrow—hope to-morrow—  
Beads of woe in silence told—  
God of Erin! God of mercy!  
Take the dying to Thy fold!

—T. O'Hagan, Belford's Monthly for March.

The Imperial Army Estimates for the year 1880-81 have been issued. They show a net proposed decrease of expenditure on the military establishments of 104,400, the total being 15,541,300, as compared with 15,654,700 for the expiring year. The amount included in this sum for warlike stores estimated to be produced for the Royal Navy during the year is 303,000, deducting the estimated Exchequer extra receipts, amounting to \$561,000, the net charge for army services for 1880-81 is 15,541,300. The total number of men provided for upon the British establishment is 131,959, being a decrease of 3,766 compared with that of last year.

## St. Paul's Church Association.

An excellent paper on "Cranmer" was read by Mr. B. Warburton last evening, before a large audience, in St. Paul's schoolroom. The lecturer gave a very impartial summary of Cranmer's life, not unduly extolling his virtues or exaggerating his failings. He described the circumstances attending the Reformation, and the able manner in which Cranmer piloted the Church of England through Henry VIII and Edward VI reigns, and closed with an account of his recantations and subsequent adherence to the Reformed faith, and his martyrdom.

He was followed by the Rev. D. Fitzgerald, who briefly summarised the salient points in Cranmer's character, and claimed that he had been exonerated by a recent publication of the Parker Society from complicity in one case of persecution with which his name is connected.

Mr. Williams pointed out Cranmer's views on purity of Bishops and Presbyters; the thoroughly Protestant character of the Prayer-book issued by Cranmer and others; and his friendly intercourse with the Reformed Churches on the Continent, and desire to arrange one Confession of Faith for the whole of the Protestant Churches. The speakers lamented the fact that the Church of England to-day, instead of following in Cranmer's footsteps and seeking friendly intercourse with other Protestant bodies, turns rather to the unreformed Greek and Roman Communions.

Mr. Morsion pointed out, in a number of cases Cranmer's time-serving character, and thought he was not a fit character to hold up for our admiration.

Mr. Rowan R. Fitzgerald, while admitting many of Cranmer's weaknesses, pointed out his opposition to the six Articles of Henry VIII, as endangering his life and position, yet even after they were passed by Parliament, he wrote a book against them. That he must be judged by the standards of the sixteenth and not of the nineteenth century in the matter of persecution of anabaptists and others.

Mr. Dixon, while not defending many of Cranmer's failings pointed out that many of the bravest men are sensitive to pain in an extreme degree, and that we do not know what pressure was put on Cranmer during his two years' imprisonment to induce him to recant, and that those who speak lightly of his recantation should test for themselves what martyrdom by fire is like.

Messrs. Palmer and Newbery pointed out how much the Church of England is indebted to Cranmer and the Reformers for its beautiful liturgy.

The lecturer replied to the various points raised by the speakers, and the meeting dispersed.

The subject announced for the next meeting, on Friday, April 2nd, is a paper by Mr. R. R. Fitzgerald, on "Luther."

## The Cardigan Ferry.

(From the Georgetown Advertiser.)

It is perhaps unnecessary for us to offer any remarks upon this subject, as it will doubtless come before the Legislature during the present session. We, however, cannot close our eyes to the great importance of this matter, and lest any oversight or inattention on our part might prove inimical to the project, we must again state our case in the shortest and most important manner possible. When it is remembered that this subject was discussed more than once in the Legislature, and was looked upon by politicians of every hue as a matter of simple justice, it is impossible for the present Parliament to defer the matter any longer. We have learned from a very reliable authority that Mr. Davies, when at the head of affairs, recognized the injustice of the present inferior ferry accommodation, and when the question came before the Legislature last session, we understand that the Premier stated in his place on the floor of the House that this question would be finally and satisfactorily dealt with during the present session, so that the justice of the matter cannot be questioned; and nothing will convince us that any representative who feels an interest in the progress of this country will refuse giving a subsidy for this purpose. We cannot understand how legislators who profess to have so much interest in the people's welfare can withhold any reasonable demand the latter may make. We find in the Speech with which Parliament was opened, a promise given that efforts would be put forward to stimulate the agricultural and industrial industries of the Province, which in a manner binds the Government and the Legislature to take up this matter in earnest. On two occasions, to our own knowledge, very large petitions have been forwarded to the Government from the above named classes, praying for a subsidy, and setting forth the many disadvantages under which the people labor in consequence of the Ferry in question. It is, therefore, unnecessary to enter in a detailed description of the intolerable state of things which the taxpayers have borne patiently for a long and weary period, hoping that even-handed justice would be meted out to them at some future time when others would have acquired everything they wanted. Year after year has passed away, and every other district in turn obtained such appropriations as they had a right to expect, so that those who received nothing, almost, cannot be expected to remain contented any longer. The time has come at last, and nothing but fair play and even-

handed justice will reconcile those who have waited so long in silence.

Upon the assurance given last session, that the question would be disposed of this year, those interested in the project were willing to show as much leniency as possible; but it is absolute folly to expect the people affected by this undertaking to bear such treatment in the future as they have borne in the past.

## Correspondence.

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

## The Appraisal of Goods.

To the Editor of the Examiner.

DEAR SIR,—I notice a letter in last night's EXAMINER, signed "Commerce," respecting the appraisal of goods at the port of Charlottetown.

Now, Sir, I am surprised that any person at all acquainted with the action taken by Mr. Wolff, and the telegram from the Minister of Customs last fall respecting this matter, would publish statements that cannot be borne out by facts.

The facts are these: One case out of five is ordered to the Appraiser's warehouses for examination as a general rule; but, in some cases—for instance with American goods—more than one package has to be sent, as the contents of three or four cases are often comprised in one invoice, and with only one case the Appraiser would have no chance to examine the goods thoroughly. English goods are different, for as a general rule, there is an invoice for each case.

A merchant importing only one case at a time must expect to have every one examined, as one is less than five.

Yours, etc.,  
VERITAS.  
Charlottetown, March 20, 1880.

## A Contradiction.

To the Editor of the Examiner.

DEAR SIR,—I notice in the WEEKLY EXAMINER, of the 27th ult., an account of an accident said to have happened Mr. John Wall, on the 18th ult., while on his way home from County Line. The statements contained in that account are simply base and malicious fabrications manufactured expressly for the purpose of casting disgrace on the temperate and law-abiding community of Graham's Road. The circumstances of the case are as follows: Mr. George R. McMahon, Station Agent at County Line, and two young men from Graham's Road, were returning from a visit in that vicinity. The road or track was, as we say, "in the lane," and the snow was deep. They met Mr. Wall. They had a young horse which refused to leave the track. So they stopped their horse. Mr. Wall came driving up, and, believing the snow hard, reined off and passed; but, just as the horse was regaining the track, he sank in the snow, falling on the shaft of the sleigh and breaking it. Mr. McMahon and one of the young men went to his assistance, and, by slightly moving the sleigh to one side, the horse was enabled to rise without difficulty. They expressed regret for causing Mr. Wall any annoyance, and each went their way. Now, Sir, I cannot see any pusillanimity, much less ruffianism, in connection with these circumstances.

As the "Patriot" published the paragraph, I trust he will publish the contradiction. Hoping you will publish this,  
I remain, yours, &c.,  
GRAHAM'S ROAD.  
Graham's Road, March 20, 1880.

## The N. S. Mines.

The report of the Department of Mines shows that during last year there have been taken out of the mines of Nova Scotia 13,801 oz. gold, 29,889 tons of iron, 788,273 tons of coal, and 95,126 tons of gypsum—besides small quantities of other minerals. The quantity of coal raised is 17,000 tons greater than last year, but the amount of sales is 4,000 tons less. For the nine months during which the National Policy was in force, the output was 28,000 tons, and the sales 3,000 tons greater than for the corresponding period of last year. The sales during the last quarter of 1879 were 25,000 tons greater than for the last quarter of 1878. During the year our sales to the United States fell off 37,000 tons, and our sales to Quebec and Ontario increased 71,000 tons.

The story is told of a clergyman, that after preaching an interesting sermon on the "Recognition of Friends in Heaven," he was accosted by a hearer, who said: "I liked that sermon, and I now wish you would preach another on the recognizing of people in this world. I have been attending your church three years, and not five persons in your congregation have so much as bowed to me in all that time."

## HOTEL ARRIVALS.

ROCKLIN HOUSE.

March 17—Dr. Inches, Mt. Stewart; W. S. Haywood, Tignish; J. W. McNeill, Montague. March 18—A. E. McDonald, New York; D. Gordon, do; Thomas Robins, Bedoues. Nelson Inman, do; John Crawford, do; Edward Farrar, do; A. Schurman, do; Patrick Trainor, Bonshaw; William Connolly, do; John Collings, Sturgeon; John Nichol, Grand River; D. Egan, Mt. Stewart.