

THE EXAMINER.

VOL. 3. CHARLOTTETOWN, PRINCE EDWARD ISLAND, THURSDAY, NOVEMBER 14, 1878. NO. 441.

THE DAILY EXAMINER

Is Published every Evening.
OFFICE:
INGS' BUILDING, CORNER OF WATER
AND GREAT GEORGE STREETS,
Charlottetown, P. E. I.

RATES OF SUBSCRIPTION:
Six Months, \$2 50
Three Months, 1 25
One Month, 0 50
One Week, 0 12

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Manager. Office Sup't.

P. E. I. RAILWAY.

Special Running Arrangement.

ON AND AFTER MONDAY, NOVEMBER 4th a SPECIAL STEAMBOAT MAIL TRAIN will run as follows:—

Going West. Going East.

	A. M.		P. M.
Ch'town	Dp. 6.25	Summerside	Dp. 6.05
Royalty Jnc	" 6.40	Kensington	" 6.33
N. Wiltshire	" 7.20	County Line	" 6.58
Hunter River	" 7.32	Breadalbane	" 7.05
Elliotts	" 7.52	Elliotts	" 7.13
Breadalbane	" 8.00	Hunter River	" 7.33
County Line	" 8.07	N. Wiltshire	" 7.45
Kensington	" 8.32	Royalty Jnc	" 8.25
Summerside	ar 9.00	Ch'town	ar 8.40

C. J. BRYDGES, WM. McKECHNIE,
Gen. Sup. Gov't Railways. Supt. P. E. I. R.
Ch'town Oct. 30.—p near h pres kca sp sj 3i

PRINCE EDWARD ISLAND RAILWAY.

TIME TABLE NO. 10.

Fall and Winter Arrangement.

ON AND AFTER
MONDAY, NOVEMBER 4th, 1878.

Trains Going West.

STATIONS.	No. 1 Express.	No. 3 Mixed.
Georgetown	Dp 9.10 am	
Cardigan	" 9.35 "	
M. Stewart Jun	ar 10.55 "	
Royalty Jun.	dp 11.05 "	
Ch'town	ar 12.40 "	
Royalty Jun.	dp 9.00 am	Dp 3.30 pm
N. Wiltshire	" 9.20 "	" 3.50 "
Hunter River	" 10.12 "	" 4.45 "
Breadalbane	" 10.28 "	" 5.03 "
County Line	" 11.07 "	" 5.41 "
Kensington	" 11.18 "	" 5.51 "
Summerside	" 12.00 "	" 6.30 "
Wellington	ar 12.30 pm	ar 7.00 "
Port Hill	dp 2.40 "	
O'Leary	" 3.32 "	
Alberton	" 4.16 "	
Fignish	" 5.35 "	
	ar 6.35 "	
	dp 6.40 "	
	ar 7.25 "	

Trains Going East.

STATIONS.	No. 2 Express.	No. 4 Mixed.
Fignish	Dp 7.50 am	
Alberton	ar 8.35 "	
O'Leary	dp 8.55 "	
Port Hill	" 9.58 "	
Wellington	" 11.16 "	
Summerside	ar 12.50 pm	
Kensington	dp 2.30 "	Dp 9.45 am
County Line	" 3.00 "	" 10.15 "
Breadalbane	" 3.40 "	" 10.56 "
Hunter River	" 3.50 "	" 11.07 "
N. Wiltshire	" 4.28 "	" 11.46 "
Royalty Jun.	" 4.45 "	" 12.03 pm
Ch'town	" 5.40 "	" 12.55 "
Royalty Jun.	ar 6.00 "	ar 1.15 "
Cardigan	dp 2.55 "	
Alberton	ar 3.15 "	
M. Stewart	ar 4.30 "	
Cardigan	dp 4.40 "	
Georgetown	ar 6.00 "	
	ar 6.25 "	

SOURIS BRANCH.

Going West. Going East.

STATIONS.	No. 5 Mixed.	STATIONS.	No. 5 Mixed.
Souris	Dp 8.00	MtS'tw't Jnc	Dp 4.40
Harmony	" 8.25	Morell	" 5.22
St. Peters	" 9.40	St. Peters	" 5.55
Morell	" 10.13	Harmony	" 7.12
MtS'tw't Jnc	ar 10.55	Souris	ar 7.35

C. J. BRYDGES, WM. McKECHNIE,
Gen. Sup. Gov. Railways Supt. P. E. I. R.
Ch'town, Oct 30, 1878.
p ne ar h pres kca sp sj 6i

BOARDERS—A few permanent and transient Boarders can be accommodated at reasonable terms at the Quincey House, next to Mr. John Seller's Grocery Store. Good Stable accommodation can also be had in connection with this Hotel.
Oct. 14—2i law*

JAMES HOBBS, CABINET-MAKER, UPHOLSTERER, ETC.

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PAINTING and Repairing neatly done.
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All kinds of Household Furniture made to order, cheap and good.
New Pattern School Desks made at short notice. A first-class article.
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Low rates and prompt settlement of losses.
HORACE HAZARD,
Agent for P. E. Island.
Ch'town, Oct. 19—pat ti

DR. CREAMER, PHYSICIAN AND SURGEON,

Kent Street, Charlottetown,
(Three doors from Dr. Johnson's).
ENTRANCE BY SIDE DOOR.
Oct. 15—3m

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CHARLOTTETOWN, P. E. I.
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(Formerly of St. Lawrence Hotel, Pictou).

THIS well-known Hotel is now open under the present management; and, having been newly furnished throughout, it offers every comfort to the travelling public. Suitable Sample Rooms for commercial gentlemen.
Oct. 15, 1878—3m

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HAVE made arrangements with the Ocean Marine Insurance Co. of Halifax and the British American Assurance Co. of Toronto (both offices of undoubted standing), whereby they can effect insurance on Vessels, Cargoes or Freight in the above-named offices, in addition to the risks taken in their own office.
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F. W. HALES, Sec'y.
Ch'town, Aug. 30, 1878—3m cod

DR. CONROY Physician and Surgeon.

OFFICE:
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Charlottetown.
Aug. 29, 1878—3m cod

Daniel W. Job & Co., PERKINS & JOB, COMMISSION AND MERCHANTS SHIP BROKERS.

91 State Street, Boston.
August 23, 1878—3m

PROFESSIONAL CARD. A. A. McLEAN, Barrister and Attorney-at-Law,

NEWSON'S BUILDING, OPPOSITE POST OFFICE, South Side Queen Square,
CHARLOTTETOWN, - - P. E. I.
Aug. 13th, 1878—3m cod

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Risks taken daily at their Office, Exchange Building.
FRED. W. HYNDMAN, Secretary.
March 25—ly law
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1878.

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IN DULL TIMES

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ADDRESS,
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Manager Examiner Printing and Publishing Company.
Ch'town, Dec. 1877.

The Responsibility of Government.

The London Times of October 25th has an article that Mr. Cartwright might read with profit. It contains the following sentences:—

"In the most favorable circumstances we have before us a winter that must occasion anxiety in all who have the power to forecast the future; but the dark picture may become yet more dark, the means that must be straitened may become yet more straitened, if statesmen are not wise enough to perceive and courageous enough to pursue the path of wisdom. The responsibility upon them will be great if, through any fault of omission or commission on their part, they fail to remove all the obstacles that can be removed to the restoration of a healthful industrial life among nations."

The Halifax Herald thinks "it is evident that the Times does not agree with Mr. Cartwright in thinking that a Government is only a 'fly on a wheel,' and incapable of improving the condition of the country." It is also, evident, we think, that however unpropitious the time for borrowing money, the British public are now in a proper frame of mind to consider a commercial union between the Mother Country and her Colonies.

The French Language in Canada.

(From the Montreal Witness.)

Mr. E. Lareau, in his *Histoire de la Littérature Canadienne*, entertains the belief that a brilliant future is in store for the French language on this Continent. He does not appear to share the opinion of many that from the force of circumstances the French language must recede rather than expand, and that it is destined to ultimate extinction. Mr. Lareau's able work itself certainly affords strong evidence of the great vitality of the French language, and of its expansive power. Many persons would be surprised in reading his work to learn the extent and variety which French literature has reached in this country. He gives the names of over three hundred French-Canadian authors whose writings embrace poetry, history, romance, science and jurisprudence. Many of these works, particularly on the three subjects first named, are of incontestable merit. We believe it will be conceded by all well-informed English Canadians that our French-speaking fellow-citizens have left us far in the rear, both in the extent and in the merits of their *belles-lettres*, while Garnier's History of Canada, as it appeared before revision, is unrivalled by any other history of this country in either language. Chauveau, De Boucherville, Lajoie, Lemaire, Cremaize, Frechette, Buies, Lemoine, Sulte and Faucher de St. Maurice, to say nothing of many able authors among the clergy, for a galaxy of *littérateurs* in prose and poetry which for artistic merit in their respective field find no counterpart among English Canadians. In respect to oratory, also, the bulk of superiority in point of style belongs decidedly to the French Canadians. Let a good judge listen to the debates in the Ontario and Quebec Legislatures, and he will be very soon convinced of this. At Quebec every member who speaks at all speaks well, while several of them are real orators. Or let anyone attend the reunions of the Club National or the Club Cartier in this city, and then attend a meeting of the University Literary Society, for instance, or any other debating society of young English Canadians, and he will be forced to the same conclusion. Among the latter fluent speaking is the exception, while among the former it is almost universal. In most of the essentials of oratory, in fluency, wit, imagination, *cerve*, French Canadians are peculiarly gifted as a people. During a political canvass the cities and large towns furnish young orators on Sunday for almost every parish in the Province. But the fact of greatest significance as bearing upon the future of the French language in Canada, is the wonderful faculty with which French-Canadians acquire and speak English. Equally significant is the fact that English-Canadians show a strange distaste to the French language, and experience great difficulty in mastering it. Every observer must have been struck with circumstance that in the city of Montreal, where one-half the population is French-Canadian, it is as unusual to find an English Canadian speaking French as it is to find a French-Canadian who does not speak English. The English papers have more French Canadian readers than have the French papers. In the City Council nearly one-half the members are French-Canadian, yet they all speak English, more or less, in the transaction of business; while most of the English members cannot speak French at all, and those who can scarcely ever utter a word in that language. In the Canadian Parliament, containing a little more than one-fourth of French-Canadians, the leading men among them nearly all speak English fluently, and it is the exception for a Quebec member to speak French in that body. Indeed many French-Canadian members of Parliament speak English with greater ease than many honorable members with whom that language is the mother tongue. On the other hand, no instance has occurred in late years, so far as we have heard of an English member formally addressing a House in French. The Bar of Montreal presented the same singular circumstances.

All the leading French lawyers speak English, some in a manner that a few of their English confreres might envy, while but two or three of the English lawyers speak French fairly well. Chief Justice Dorion speaks English with a purity and an elegance, even which are not surpassed by any of his English brethren on the Bench. The same curious difference in linguistic talent is observable all over the Province.

Trade and the Tariff.

The *Monetary Times* is permitted to publish the following extracts from a private letter from a gentleman occupying a prominent position in mercantile circles: "I cannot help seeing the very unprofitable character of nearly all branches of Canadian trade. The paying capacity of the great body of the consuming community is so much less than it was during the decade 1862-1872, that our merchants have never yet been able to quite believe in it, and prefer to go on, hoping that the hard times would pass away and leave us just as prosperous as before. They will not allow themselves to believe that the prosperity which made Canada rich in the period named arose out of an exceptional state of things in the United States, which we are not likely to see again.

From 1861 to 1872, Canada found a ready and profitable market for everything she produced, lumber, agricultural produce, fish, &c., &c., and became rich and prosperous. This has all changed; the U. S. supply themselves with all these articles, and more than that, they are supplying us with some of them, and are doing their best to take away from our native manufacturers their home markets for nearly all kinds of goods made in Canada.

I fear too much is expected of the new Government. It would be a mistake to copy the American Tariff, which in some respects needs revision far more than the Canadian, and this is saying a good deal. We need such changes as the changed condition of our trading relations with the United States would seem to indicate. The Premier knows well that it is not in the power of any tariff to give us back the days of active and profitable demand from the U. S. for everything we produced. This demand gave us the means to sustain a large trade, and enabled some of our wholesale dry goods houses to sell as much as \$2,000,000 worth of goods in a year. That is gone, and forever, and we must make the best of the position.

The Tariff can be so arranged that American products of all kinds will be practically kept at home, and this country become as free from Yankee goods as it was from 1861 to 1872. The tariff can do that much, but not more, and nothing more should be attempted."

Whatever may be the cause, there is no doubt, as appears from statistics regularly published, that in Germany crime has been recently on the increase. In Prussia alone the convictions have risen from 6,403 in 1871 to 12,802 in 1878. Assassinations, maimings, violence to women, forgeries and fraudulent bankruptcies have all greatly increased. Some attribute the fact to the result of the Franco-German war and to the lowered tone of morality which was the natural effect of so many disbanded soldiers being dispersed among the population. Those who are unfriendly to France are not slow to point to the intercourse with the inhabitants of that country as being among the causes, while others, again, lay the blame on the spread of Socialistic doctrines. It is well-known that the civil war in the United States was followed by a marked augmentation of crime with our neighbors. Whether the dissemination of Communism has had a like result there, there has, as yet, been no means of ascertaining. But we do not doubt that the criminal records will before long show such a result. To war and Socialism, therefore, mainly may be ascribed the increase of crime in Germany.

The consumption of lumber in America is enormous, altogether beyond what is generally supposed. The annual demand for ties and sleepers of the 90,000 miles of railway is estimated to be 40,000,000 square feet, and to inclose the roads would require 180,000 miles of fence. There are 75,000 miles of telegraph wire to put up, for which 800,000 trees are needed, while repairs would need near 300,000 more trees a year. The common lucifer match uses up 300,000 cubic feet of the finest pine annually. The bricks baked every year require 3,000,000 cords of wood, which would be all that 50,000 acres of average timber-land would contain. Shoe pegs exhaust annually 100,000 cords of wood of beech, birch, and maple, and about as much more is required for the stock of planes and other tools.—*American Ex.*

One of the Mennonite settlements in Manitoba is on the west side of Red River, midway between Emerson and Winnipeg, and along the Pembina branch of the C. P. R. R. These settlements are made on good land on both sides of the river, and they succeed well in raising grain and stock. In reference to stock, they have adopted the system prevalent in Kansas and Nebraska of having no fences, and of having a herd law, which keeps the cattle out of mischief by day while at night they are locked up. By so doing the expense of constructing fences in a country where wood is scarce is avoided.