

THE RAILWAY.

A FALSE RUMOR CORRECTED

THERE is no truth, whatever, in the report, to which the Patriot of Saturday gives credit, that the Railway stores are, in future, to be obtained at the Railway Headquarters in Moncton. The stores will be obtained, as heretofore, by tender and contract.

REDUCTIONS ON THE INTERCOLONIAL.

The staff of the Intercolonial Railway has been largely reduced by the present economical Government. Thousands of dollars have thus been saved to the country. Referring to the recent discharge of some fifty men engaged at Moncton, the Moncton Times says:—

The facts are that for five years Canada was cursed with a Government that preached economy to cover up the most reckless extravagance; that treated the public treasury as a fund designed for the exclusive and unlimited use of thorough-paced Grits; that to promote party ends crowded every branch of the public service with their friends, utterly regardless of any consideration that ought to have weight with the guardians of the public interests. The result, the inevitable result, was that the present Government, upon assuming office, found the treasury empty, and every branch of the public service over crowded with unnecessary officials. The Railway particularly, though rapidly running behind hand, and rapidly becoming an intolerable burden to the taxpayers of Canada, was nevertheless being managed regardless of expense,—and so that the returns showed steadily increasing expenditure for a steadily decreasing traffic. The Government resolved at once to do what any prudent business man would do under like circumstances. They determined to curtail expenses and to spare no effort to bring the revenue and expenditure more nearly together. They resolved to operate the line with as few hands as a consistent regard for the reputation of the road and the public interests therein would permit. They weeded out superfluous and incompetent officials, they abolished salaried agencies and other extravagances, and now they are reducing the working force to the lowest limits which investigation has shown to be compatible with efficiency. Is this right or is it wrong? It may be hard on the officials and employees whose services are dispensed with, but how will the people who pay the wages regard it? Unquestionably, the taxpayers and fair-minded men generally will approve the action of the Government and will stand by them in their efforts to economize and to keep down unnecessary expenditure, until the return of better times has shown that the country has recovered from the effects of five years of mis-rule. But how will Moncton look upon a policy which touches its business interests in a tender place? We believe that on reflection, and despite the efforts of Grit grumblers, all reasonable people will regard the action of the Government as wise and commendable, and will find little to object to in a local point of view. Of course all Monctonians would be glad if Cartwright and Mackenzie had left the finances in such a condition that the work done here could be increased, by constructing rolling stock for the Pacific Railway or otherwise, but as the condition of the treasury does not warrant this, Moncton people can afford to accept the fact as a part of her share of the penalties entailed by the elevation to power of Alexander Mackenzie and his colleagues. We know that some of our people profess to believe that we should all strive to have as much public money expended here as possible without regard to the value given therefor. Their idea appears to be that Moncton should be a sort of leech on the body politic, always justifying and approving the expenditure of money, and always indifferent about extravagance and waste. This sentiment is very degrading, and we are happy to say that the few who entertain it are invariably those who assail the Times for injuring the town, simply because it has fought a hand-to-hand fight with the patrons of that extravagance and waste which they desired to perpetuate. The Times has never conceived it to be its duty to favor the spoilation of the whole country for the especial benefit of Moncton, and unless its views of right and wrong become radically changed, which is very improbable, it will in the future as in the past deem it possible to be true to Moncton and at the same time true to the country at large. And it will not be moved from the path of duty by threats, taunts or vulgar prejudices, improperly excited by political demagogues or party schemers.

DOMINION PARLIAMENT.

The Fishery Award.

A FRIEND has reminded us that the views expressed by the EXAMINER respecting the disposition of the Fishery Award have recently been modified. We do not shrink from admitting the fact. But it must be remembered that we never sanctioned the absurd proposition to place the whole amount of our share of the Award at the disposal of the Local Government. Until there has been a thorough reorganization of the Local Civil Service upon economical and business principles, we shall oppose entrusting the Local Government with any considerable sum of money; for, until this be done, no matter how honest the Administration of to day may be, the money must, of necessity, be frittered away.

It must also be remembered that we have ever asserted the absolute right of the Island to a share of the Award. But we formerly thought the money should come to us through the Dominion Government. Now we think it advisable that it be funded at Ottawa, and right that the Local Government should have the disposition of the interest of it. We at first supposed that the fisheries and our interest in them had passed to the Dominion Government, just as our railway was passed to it. If, by a contract with persons in the United States, our railway were benefitted to the extent of a million or two of dollars, it would be manifestly unfair for the Local Government to obtain the disposition of the money. But, on reference to the terms of Confederation, we find it stipulated that "the railways under contract and in course of construction for the Government of the Island shall be the property of Canada"; while, with reference to the fisheries, it is only agreed that "the Dominion Government shall assume and defray all the charges for the fisheries." The Province has not surrendered any interest it before possessed in the fisheries. But the Dominion Government are bound to protect them. Consequently, any damages which may result from the use of the fisheries by the fishermen of a foreign country belongs of right to the Province, and the Government of the Province should have the disposition of the money. It seems now to be agreed, on the part of the Island, that the money should be funded, and that the Local Government should control the interest. We hope this will be done.

INTERESTING PROCEEDINGS.

(From the Sun.)

OTTAWA, May 1.

After routine, Hon. Dr. Tupper, in the absence of Sir John A. McDonald, moved that for the rest of the session the House do meet on every Saturday at two o'clock, p. m., and that public bills and orders take precedence on that day after routine, except on Saturday next, when the notice of motion of Mr. Fortin of the 9th of April, shall take precedence after routine business. On the Government's order for the Insurance resolutions being called, Hon. Mr. Tilley stated that after consulting with his colleagues and seeing how the session had been protracted by the discussion of the Tariff resolutions, and also looking to the importance of the subject, he would ask leave to withdraw the resolutions. The resolutions were withdrawn.

On motion of Hon. Mr. Pope (Queen's) the Bill to amend the Acts respecting Trinity House and Harbor Commissioners of Montreal, was read a second time. The House went into Committee on the Bill, and reported some with amendment.

On motion of Hon. Mr. Pope (Queen's, P. E. I.) the Bill respecting the harbor of North Sydney, in Nova Scotia, was read a second time. The House went into Committee on the Bill, and reported the same. The Bill was read a third time and passed.

On motion of Hon. Mr. Pope (Queen's, P. E. I.) the Bill to amend the Pilotage Act of 1873, was read a second time. The House then went into Committee on the Bill, and reported the same.

On motion of Hon. Mr. Pope (Queen's, P. E. I.) the Bill to amend the Act respecting the Harbor of Pictou in Nova Scotia, was read a second time. The House went into Committee on the Bill and reported the same. The Bill was then read a third time and passed.

On motion of Hon. Mr. Pope (Queen's, P. E. I.) the Act to amend the Seamen's Act of 1873 was read a second time. The House went into Committee on the Bill and reported the same with amendments. The Bill was read a third time and passed.

On item "Maintenance and Repairs of Government Steamers, \$125,000," Sir A. J. Smith asked what was the intention of the Government with regard to the Northern Light.

Hon. Mr. Pope (Queen's, P. E. I.) said the Northern Light has been a failure, and a very expensive one. She is totally unfit for the service. He was of opinion that a properly constructed ice boat could cross from Georgetown to Pictou at all times. He had crossed for years with a properly constructed ice boat, which cost about one-third the money, and ran at one-third the expense. The mails were crossed regularly with a small boat. He hoped yet to see a railway run down to Cape Tormentine and connect with the other side. One thing was certain, the expense of that service must be reduced. The Northern Light was

a nuisance, and unfit for any purpose. He thought the best thing would be to make her a present to somebody and thus save \$20,000 or \$30,000 a year.

Sir A. J. Smith said the Northern Light was built in pursuance of treaty obligations between Prince Edward Island and the Dominion, entered into in 1873, and therefore the late Government could hardly be responsible. The obligation was to keep communication open all the winter. This, however, he thought was almost impossible.

Mr. Plumb denied that the Northern Light was built in pursuance of treaty obligations. She was built as an experiment in winter navigation, and had turned out an utter failure.

Mr. Valin was also of opinion that the Northern Light was totally unfit for the service, as she was built on the wrong principle.

Mr. Tasse took exception to the manner in which the report of the Minister of Marine and Fisheries was prepared. It was too bulky; the last year's report numbered 2,200 pages, while the first report, in 1868, only numbered 160 pages. He believed the whole of the matter could be put 300 or 400 pages. He mentioned several matters in the report which he considered unnecessary.

After some remarks by Mr. Hackett, Hon. Mr. Pope referred to the steamer "Glendon." He said that vessel was no credit either to the Government or the Department. She was very little use except as a scow. He read from a report of Capt. Brown's to the effect that the vessel was unseaworthy.

Sir Albert Smith said the "Glendon," though a poor model and not up to the expectations under which she was purchased, had rendered a great deal of service and was still very useful. The item passed.

In regard to the half-yearly mail subsidy between Halifax and Cork and steam navigation between Nova Scotia and St. Pierre, not included in estimates, Hon. Mr. Tilley said both services were under consideration of the Government.

The remaining items on ocean and river service and fisheries were carried.

The committee rose at 6 o'clock. After recess on the items of fisheries, Mr. Snowball made a violent attack upon the Fish Breeding Establishment at Miramichi, and said the reports concerning it were all false. Very glowing accounts had been given in the Illustrated News, which he had been told were false. He had made a personal examination and had found the report as to the quantity of ova in the establishment incorrect. Mr. Wilmot had reported that he had investigated the case and found only 240,000 ova where there should have been 700,000.

Hon. Mr. Pope said the attack of the hon. gentleman reflected upon his own friends, because the neglect had taken place under their regime. He defended the fishery regulations in New Brunswick, and said that the fish would become extinct without them. If there was any evil existing, it had nothing to do with the estimates. If there was any abuse, he would have it remedied. He thought there was no need of anything of the sort, and that no investigation was required. What the gentleman in effect asked was that the fish should not be protected.

After some remarks by Mr. Robertson (Shelburne) and Mr. McDonnell, the various items were passed.

On item 146, "Marine and Immigrant Hospital, Quebec, \$20,000," Hon. Mr. Pope said the amount had been placed in the estimates, but it was intended to save something out of it if possible. He believed the city of Quebec had only paid a little more than half the \$4,000 they should have paid.

Mr. Cartwright said the grant had been reduced twice by the late Government; in all from \$24,000 to \$20,000.—The item passed.

Europe and the East.

PESTH, May 1.—A violent hurricane at Szegedin, yesterday, destroyed the works prepared for restoring the railway and filling the breaches in the dams. Barges, filled with building material and earth, sunk. The storm caused extensive fresh breaches in the railway embankment, and laborers are in great danger. Relief has been sent to them.

ORENBURG, May 1.—The recent fire in this city is attributed to carelessness. There were 949 dwellings burned, together with one mosque, four mills, 292 shops, general tar, coal and firewood stores, timber yards, meat market, fruit market, Women's Gymnasium, the Club House, Workhouse, Police Station and Justices' Court, besides other buildings. The Czar has contributed 10,000 roubles to the relief of the sufferers.

PHILIPPOPOLIS, May 1.—The International Commission has requested the Porte to enter into negotiations with Russia, with the object of arriving at a clear understanding as to the arrangements necessary that the Porte shall make to insure the due transfer of the Government at the time of the Russian occupation of Roumelia.

BERLIN, May 1.—The Industrial Exhibition was formally opened to-day in the presence of the Foreign Ministers and other distinguished personages, together with the principal municipal authorities and a large number of the leading inhabitants.

Special Notices.

WINDOW BLINDS.—Handsome Opaque Linen Window Blinds, with fancy gilt borders and centres. Also, Imitation Lace Blinds do, very durable, with either common or patent rollers complete. Housekeepers putting up new blinds should see these before buying other goods. W. A. WELKS & Co. April 23, 1879—thurs sat mon

ORANGES by the box at Beer & Goff's.

FRESH ORANGES and MAPLE SUGAR at BEER & GOFF'S. VERY Choice Smoked Hams, at BEER & GOFF'S.



London House.

EX "PRINCE EDWARD,"

NOW OPENING,

A PORTION OF OUR

SPRING

—AND—

SUMMER

STOCK.

Geo. Davies & Co.

ARGOSY.

The greatest achievement of modern times is accomplished in the new Argosy Suspender.

By its novel construction, rubber or any elastic material is entirely done away with.

There is no possible strain on any of the buttons, whatever the position of the wearer.

It is the most comfortable suspender ever invented. Try a pair.

For Sale, Wholesale and Retail,

—AT THE—

London House!

May 5, 1879.

Apples. Apples.

I WILL Sell at AUCTION, at my Sale Room, Queen Square, TO-MORROW (Tuesday), the 6th inst., at three o'clock,—

100 Bbls. Nova Scotia Apples, in Nonpareils, Baldwins, &c.

WILLIAM DODD, Auct'r. Ch'town, May 5, 1879.—

PAINTING, &c.

HOUSE and SIGN PAINTING, WHITE-WASHING, PAPER HANGING, &c., at Moderate rates.

WM. PARKER, RICHARD POWER, Corner Dorchester and Weymouth Sts. Charlottetown, May 5, 1879—2w

Steam Navigation Company OF P. E. ISLAND.

THE Annual Meeting of the Shareholders of the above Co. will be held at their office, Corner Great George and Lower Water Street, at 7 o'clock, on the evening of TUESDAY, the 20th inst.

By order of the Directors, FRED. W. HALES, Secretary.

May 5, 1879—2in oaw

IRON.

TWO AND A HALF CENTS PER LB.—Balance of Stock bought at James Duncan & Co's Sale, from 5-8 to 2in., and from 1 1/2 to 6in.

H. COOMBS.

Ch'town, May 5, 1879—3i

Prince Edward Island Railway

NOTICE.

ON AND AFTER MONDAY NEXT, the 5th inst., and until further notice, a Special Train will run between Charlottetown and Summerside in connection with the Steamer to and from Point du Chene:—

LEAVE	ARRIVE
Ch'town . . . 6.00 a.m.	Summerside 9.00 a.m.
Summerside 6.00 p.m.	Ch'town . . . 9.00 p.m.

ALEX. MAUNAB,

Supt. and Engineer. Railway Office, Ch'town, May 3, 79. (pat pres her ar ne pr jr kea 4in)

A BARGAIN.

A "HALLET & DAVIES" Grand Square Pianoforte will be sold very low if applied for immediately.

Enquire at MRS. HENDERSON'S, near the Drill Shed. Ch'town, May 3, 1879—1w

Eggs Wanted.

STILL BUYING. H. COOMBS. Ch'town, May 3—pat ar ne

18 Children's Carriages,

LANDED under old tariff, expected on first steamer. Bargains in Tinware, out of job lots bought at auction—effects late W. B. Allin. H. COOMBS.

ONE SODA FOUNTAIN. Apply to H. COOMBS. May 3—ar pat ne 3i

FOR SALE.

THE FOUR-OARED GIG BOAT, owned by the "Rough & Ready" crew, in good condition, with oars and outriggers complete, will be sold CHEAP. For particulars apply to either of the undersigned.

WALTER PATTERSON.

FRED'K MCKAY.

C. BOURKE.

Ch'town, May 3, 1879—1w

For Sale or to Let.

THE DWELLING HOUSE

fronting on Pleasant Street, now in possession of James Gass.

For further particulars apply to the Subscriber, P. C. KELLY.

Queen street, Ch'town, May 1st, 1879. 6i

TO ARRIVE

THIS WEEK,

Per S. S. "Prince Edward,"

45 CASES,

EQUAL TO

90 Boxes Oranges.

8 Cases (equal to)

16 Boxes Lemons.

20 HHDS.

ENGLISH REFINED SUGAR

To the Wholesale Trade, only, at lowest prices.

W. E. DAWSON & CO.

Ch'town, April 28, 1879—6i

The National Policy and the Nova Scotia Coal Trade.

Mr. Dobson, who arrived at Halifax from Ottawa, on the 30th ult., has been doing a good stroke of business for the local companies. The Nova Scotia coal owners have contracted, through him, with railways, gas companies and other consumers in the Upper Provinces to deliver 98,000 tons of Pictou and Cape Breton coals at Quebec, Montreal, Ottawa and Belleville at lower prices than the United States coals of similar quality can be delivered. The Grand Trunk has contracted for 40,000 tons Pictou, 20,000 tons deliverable at Belleville; and the same amount at Montreal. Redpath's refinery contract for 25,000 tons; Ottawa gas and other gas companies have also made contracts of Cape Breton coal; Montreal takes 15,000 tons, and other places also have ordered. Thus this spring contracts have been 75,000 tons of Pictou coal as against 25,000 tons last year, and 23,000 tons of Cape Breton this spring against 15,000 tons contracted for last spring. It is considered not all unlikely that the shipment of Nova Scotia coals to the Upper Provinces this year will amount to not less than 220,000 tons against 80,000 tons last year, or 140,000 tons more this year.

The Vatican has instructed its delegates to Chili, Peru, and Bolivia to interpose their good offices with a view of ending the war, or at least causing it to be waged with the least possible cruelty.