

THE DAILY EXAMINER.

FEBRUARY 21, 1884.

Who is the Prevaricator?

THE announcement that the Dominion Government takes over the piers of this Province, and places a sum sufficient to put them in thorough repair, does not appear to be glad tidings to the Grits of this Island. They doubt the truthfulness of the despatch sent by Hon. Mr. Sullivan to Hon. Mr. Ferguson, and therefore have consulted their worthy chief at Ottawa—L. H. Davies, Esq., M. P. Knowing that an election is pending in Belfast, and that the success of our Local Government in dealing successfully with the Piers question would be death to the Grit candidate in that district, as well as Gritism in this province, Mr. Davies no doubt invents the following, which he sends to John F. Robertson, Esq.:

OTTAWA, Feb. 20, 1884.

No piers money granted or proposed. Government refused to say whether any will be. Engineers not reported.

L. H. DAVIES.

Who is correct? Who is the prevaricator? Mr. Sullivan's mission to Ottawa was for the sole purpose of settling this important piers question. While there he has been in daily communication with the Cabinet, and with the Minister of Public Works. He was acquainted with the most minute details of the question, and knew the daily movements of the Government in the matter. When he sent the announcement published yesterday he did so on the authority of the Minister of Public Works, who informed him of the action which the Cabinet would take at its next meeting. But from whence does Mr. Davies derive his information? A Cabinet meeting has not been held, and Mr. Davies is not, on any subject or matter whatever, in the confidence of the Government. It would, therefore, be ridiculous to think that the Minister of Public Works would give him or any other member of the Opposition information until the Government had finally decided all matters in detail.

The despatch from Mr. Davies is, we are informed by Mr. Robertson, being used at the polls in Belfast district today. It was no doubt intended for that purpose. However, we will soon see the result, and few days will prove who is the prevaricator.

Brick Building.

WE learn that the Board of Underwriters at the meeting held last night, determined to take no fire risks on any wooden building built on the site of the recent fire, on South Side of Queen Square. This is a move in the right direction and will necessitate the erection of brick buildings in a portion of the town where they are most needed. We have been astonished at the inaction of the Civic Government in this matter in view of the action of almost every other city in Canada, whose bye-laws compel the erection of brick buildings at least within certain intervals, and so preserve a wooden town from total destruction. In our own case yesterday St. Patrick's Hall saved the east end of the city, and Mr. Dawson and Mr. Scott's brick buildings saved the whole block on Ward 4.

The Board of Underwriters may be assured that they will have the support of the whole community, and their action must lead the Civic Authorities to take energetic and prompt measures. They have only two courses open to them: either to have proper building regulations, or to expend some five or ten thousand dollars in water tanks throughout the city.

Some of the Speeches.

A PART of the speech of Mr. Thomas White, M. P., has been published in THE EXAMINER, together with summaries of the speeches delivered by Mr. Davies, in opposition to the proposed loan, and Mr. Foster in support of the propositions submitted to Parliament by the Government. As to the speech of Mr. White the eulogistic remarks of our parliamentary correspondent has been fully borne out. Of Mr. Davies's contribution to the debate we are not disposed to be very critical. The report of it reads well, though the points in it are scattered, disconnected and weak. We notice that the compliments Mr. Davies received from the Opposition Press have been very scant and very cold; and notwithstanding the studied puff he gave Mr. Blake, and the pat on the back he gave Sir Richard, and his laudation of Mr. McKenzie, and his dictatorial tone towards Mr. Woodworth and Mr. White, and his denunciation of Sir John, it is quite evident that Mr. Davies has yet to win his parliamentary spurs.

Regarding the ability displayed in the speech of Mr. Foster there is but one opinion. The speech was conspicuously brilliant. It was couched in choice language, and instinct with fresh, vigorous thought. The patriotic sentiment of young Canada was perhaps never better represented in words than it is in the extract which we make this evening.

THE Collector of Customs, Mr. Currie, has taken the store on Water street, next to G. D. Ledwith's. He will have a fitted up as a temporary Custom House, and will be ready to resume business on Monday next.

PARLIAMENTARY CORRESPONDENCE.

The Proposed Loan.

The Debate on the Resolutions Summed Up.

OTTAWA, Feb. 15.

The debate about the Pacific Railway Resolutions is still going on; but all the objections to the loan have been made and met. The objections briefly stated are: no cause, no security, no finality.

The Opposition say that the interests of the country do not demand the speedy completion of the railway, the prairie section is open, and have is not necessary above the work to be done north of Lake Superior and in the Rocky Mountains. To this objection, those who support the proposition reply: The vigor with which the work has been prosecuted has attracted attention and raised expectation throughout the world. The name and character and credit of Canada would eventually suffer loss through a failure to finish the line throughout by the time expected. People in England and Europe looking to Canada as a field for immigration, would say, these people have failed to perform their promises; and the rising fame of the new nationality would sink again, the tide of immigration would recede; the development of the country would be checked. So long as the road is unopened from end to end Canadian traffic will be directed into United States channels, Canadians are dependent upon the United States for means of going to and fro in their own country, and we are deprived of any share whatever in the profits of carrying goods between Great Britain and the East. In these circumstances there are pressing causes for the speedy construction of the line, and in the interest of the country we should not refuse a loan to the Company if we can possibly afford to do so, and if security be taken for its expenditure in the advancement of the work still to be done, and for the payment of interest and principal.

As to the security: it embraces all the immense property possessed by the Company, which is pledged to the expenditure of every dollar of the loan upon the work to be done, to the payment of interest at the rate of five per cent. half yearly, and to the payment of the principal in 1891; and should the company fail in the fulfilment of their engagements they will at once be placed completely within the power of the Administration for the time being, and will be liable at any moment to lose all for which they exerted themselves with consummate ability and Herculean strength and energy.

But it is said there is no guarantee that still another advance will not be required—there is no finality about the business. This objection does not amount to anything. The finality of the contract as at first made, is not lost by reason of the loan. The main provisions of the original contract are intact. The country gives the Company \$25,000,000 and 25,000,000 acres of land to build the sections of the railway, they are bound to build and to operate the whole line for all time. It gives them no more. The finality of the bargain made by the Government and the Company, remains the same as if they had gone to the Rothschilds and mortgaged their property and obtained the money they require.

It is urged, moreover, that as the money will be advanced gradually while the work is proceeding the loan will not cause an undue strain upon the public credit. The credit of the Government never stood higher than it does at present. Notwithstanding all that has since been done in the formation of railways and public works, it is a positive fact that the cost of the public debt in this year only \$569,125 more than it was in 1878, and according to the estimates it will next year be less than that sum by about \$250,000. So that the Government is thoroughly well secured in making the loan, it will have no difficulty in raising the money as the work goes on; and it will pay interest at the rate of 4 or 4 1/2 per cent. and receive interest at the rate of 5 per cent. Thus all the great advantages to be gained by the vigorous prosecution of the work will be obtained, and the burdens of the country will be no greater but rather less than they would be if the resolutions were thrown out by Parliament and the loan refused.

THE WAR OF THE RAILWAYS.

The secret hostility of the Grand Trunk and Canada Pacific Railway Companies, has developed into open warfare. Mr. Hickson's appeal to the Government not to aid the Canadian Pacific to the injury of the interests which the Grand Trunk have established at great cost, is met by Mr. Van Horne's statement that it was the hostile, monopoly holding attitude of the Grand Trunk which compelled the Canada Pacific to purchase extensions and thus secure independent connections with the chief business and manufacturing centres of the country. The quarrel as it goes on shows more and more clearly that it was the enmity of the Grand Trunk and the American competing lines which forced the Canada Pacific Railway Company to seek aid from the Government. But though the aid will be given, it is not likely that the Grand Trunk will be ruined; for the rapidly increasing population and traffic of the country will probably afford sufficient business for both corporations. However this may be, the representatives of Ontario and Quebec see more and more clearly that the interests of the people of their Provinces demand that the Canada Pacific Railway shall be strengthened, and the Grand Trunk monopoly broken. The representatives of Toronto in the House of Commons have received a letter in which the "situation" is explained as follows:—

"From the day that the Canadian Pacific Railway ceased to be a government work, the Grand Trunk Railway authorities have been bitterly opposed to the undertaking. They recognized the fact that those in control were business men, and would be likely to manage the property on business principles; that, in this view, the Canadian Pacific Railway would, as soon as possible, make connections with the business centres of Ontario, as, without such connections, the road would lose half its value, being more or less at the mercy of the Grand Trunk Railway and of American competitors, and destined in time to fall into the hands of the Grand Trunk Railway. Our Sir John says, 'I will be most happy to consider the

of the first acts of the Canadian Pacific Railway under the present management was to look about for the best means of securing their Ontario connections, and with this view they opened negotiations with the Great Western Railway to build the Ontario and Quebec, and so to join Toronto and Montreal with the Great Western system. At once the Grand Trunk Railway set about killing this project, with the result of the absorption of the Great Western Railway by the Grand Trunk Railway. The Grand Trunk Railway were much surprised to find that this move had not worked as they had anticipated; that there was yet the Credit Valley Railway, and that the Ontario and Quebec was to be built, and the Credit Valley Western Railway had been absorbed. They then tried to buy the Credit Valley Railway and the Ontario and Quebec. In this they failed.

"They have since been working night and day to discredit the Canadian Pacific Railway financially that it would not be able to carry out its undertakings. "The Grand Trunk have always been willing, and are now willing, to make terms with the Canadian Pacific Railway, the only condition being that the Canadian Pacific Railway shall hand over the Ontario and Quebec and the Credit Valley Railways to them, and for these lines they are prepared to pay a big price.

"What does this mean for Canada as a whole, and for Ontario in particular? Simply that all the business of Ontario, and much of the business of the other provinces, would be under the absolute control of one Company, and that Company the Grand Trunk Railway, a Company that has always been grossly mismanaged; that has a capital representing many times the actual cost of the road; a Company that unless it can devise some means of increasing its earnings out of the people of Canada, must ere long make default on some of the securities upon which it now pays interest.

"The Management of the Company recognizes this fact, and have consequently been straining every nerve to get control of the Province of Ontario. Once accomplish this, and they have nothing to fear. They could, and would, at once put up rates from one end of the country to the other. Every bushel of grain and every pound of freight would be subject to largely increased charges and there would be no escape. A farmer in Ontario, no matter where his farm, having 10,000 bushels of grain to sell, must pay, at least, five cents a bushel more freight, or he must pay \$50 extra to the Grand Trunk Railway, and as there are about 12,000,000 bushels of barley alone grown, of which probably 10,000,000 are exported, and from 10,000,000 to 12,000,000 bushels of other cereals exported in the shape of grain or flour, an extra charge of five cents per bushel on these items alone, amounts to the enormous sum of \$1,000,000 or \$1,200,000. This is an amount worth fighting for, but it represents a small proportion of the sum total which the Grand Trunk Railway would get should they attain their object. Once let them gain the control of the Ontario and Quebec and Credit Valley Railways, and they have a monopoly indeed, and one that no government or corporation ever could hope to break. Then no man could leave or enter Ontario except by the Grand Trunk Railway, and at such rate as they chose to impose; no bushel of grain, no car-load of cattle or lumber, no ounce of freight, could be handled, except on such terms as the Grand Trunk Railway pleased to charge; and no one can doubt for a moment that their charges would be the highest that could be exacted.

"IT IS TO OBTAIN THIS MONOPOLY THAT THE GRAND TRUNK RAILWAY HAVE BEEN FIGHTING THE CANADIAN PACIFIC RAILWAY, AND INCREDULOUS CANADA FOR THE PAST THREE YEARS."

MILITARY MATTERS IN THE SENATE.

Several matters of interest and importance to the Island have been discussed by the Senate. The establishment of a military school at Moncton or Amherst, or some point more convenient for the militiamen of P. E. Island, Nova Scotia, and the northern section of New Brunswick than Fredericton, was strongly urged by Senators Dickie (who introduced the matter), Haythorne, Power, Almon, Carvell, Kaulback, Botsford, McLellan, Wark and others. The honorable gentlemen seemed to be very unanimous as to the wisdom of doing everything that can be done to break down Provincial lines and local prejudices with respect to matters of general importance; and expressed the opinion that military schools, so situated that young men of spirit and promise from the various Provinces could easily attend them, would be the means of promoting a vigorous and wholesome sentiment. Senator Haythorne said truly that the military instinct is very strong in P. E. Island, and that if a school were established at some convenient point, it would, in all probability, be attended by a goodly number of young Islanders. Sir Alexander Campbell stated that the Government would consider the proposal.

Senator Haythorne's motion for copies of the latest survey held on the Northern Light, and other documents in the Department of Marine, illustrative of the present condition of that vessel, was the text for an hour's discussion of the important subject of winter communication between the Island and the Mainland. Senators Haythorne and Carvell gave graphic descriptions of the Straits blocked by northern ice, and of the shocks the Northern Light had received in her attempts to break through it. They agreed that she must necessarily be, to some extent, strained and weakened, and that provision should be made for the continuance of the service in future years.

Senator Haythorne said that before building a new boat, the Government should invoke the experience of arctic voyagers as to the best models of vessels for service in the ice, and Senator Carvell said he would like to see the "Northern Light" have a fair trial, in the form in which Mr. Sewell intended that she should be propelled. Senator Howland said that the "Northern Light" was not modeled or suitable for the service in which she is employed, and though it cannot be denied that she is an improvement to the means of communication, still better work can be done by a stronger and more suitable steamer. Sir Alexander Campbell stated that the Government would have the "Northern Light" thoroughly repaired and the new steamer fitted for the service, so that there would be two steamers on the George and Pictou route instead of one. He was surprised to learn from Senator Montgomery, that he has for the protection of the boats, couriers, passengers, etc., had not been elected on Capes Trinity and Trentine.

THE PAY OF CONDUCTORS.

Mr. Brecken having, a week or two ago, called the attention of Sir Charles Tupper to the small salaries of conductors on the Island Railway, as compared with those of conductors on the Intercolonial, received a reply in which Sir Charles stated that when the deficit has been covered into a surplus, as in the case of the Intercolonial, he will be most happy to consider the

question of salaries. In commenting on Mr. Davies's motion yesterday, Sir Charles made a similar statement. While the process of conversion is going on, Sir Charles will no doubt see the justice of promoting at least the most deserving of the Island Railway officials to the more lucrative positions on the mainland for which they are as well fitted as their counterparts of the other Provinces. It is not fair that Canadian officials on the Island should be kept at lower salaries than Canadian officials on the mainland. If we can't have equality in pay, let us have an interchange of reciprocity in appointments to official positions.

LETTERS TO THE EDITOR.

Honor to whom Honor is Due.

SIR,—The paragraph in the Charlottetown Herald of yesterday stating that St. Patrick's Hall was saved through the exertions of a few individuals is too exceptional, and shows clearly that the Herald's knowledge about the fire in St. Patrick's Hall is very limited.

Many of our citizens worked hard to prevent the fire spreading through the building. At one time it was thought the building could not be saved as the fire was breaking out in several places at the same time; but men experienced at fires made another effort and St. Patrick's Hall was saved.

All praise is due our young men who worked so hard to save St. Patrick's Hall.

By inserting the above bit of information for the Herald you will oblige

Yours, etc.,

CITIZEN.

Ch'town, Feb. 21, 1884.

Weather Bulletin

Probabilities for the next 24 hours for the Maritime Provinces.

TORONTO, February 21—10 a. m.

Decreasing west to northwest wind, fair colder weather to-day, followed by snow in western portions to-night.

METEOROLOGICAL OFFICE.

Charlottetown, 21st Feb. 1884.

Highest temperature yesterday 41.9

Lowest temperature (read at midnight) 5.0

Lowest temperature this morning 9.7

Temperature this morning, at 8 o'clock, 11.4

Temperature this afternoon, at 1 o'clock, 13.0

MESSRS. WAEBURTON & CONROY, whose office was burnt last night, have taken offices for the present, in the house on the corner opposite the old Bank of P. E. I., (formerly LePage House), where they can be consulted by their clients as usual. Collections and proofs of insurance losses a specialty.

Feb 20—31

McLeod, Morson & McQuarrie, BARRISTERS

—AND—

ATTORNEYS-AT-LAW.

Office in Old Bank.

(UP STAIRS).

Ch'town, Feb. 21, 1884.

Citizens' Skating Rink.

THE SECOND GRAND CARNIVAL

WILL BE HELD ON

TUESDAY, 26th FEBRUARY.

Names must be handed in to the Secretary not later than Monday, the 25th instant.

Rules and Regulations same as former Carnivals.

Half fares from Georgetown and Summerside and intermediate Stations, good till 28th.

Feb. 21, 1884.

Second Sale, by Auction,

—OF—

SCANTLING, HARDWOOD,

Brushwood and Longers,

—ON—

Thursday, 27th February next,

AT 11 O'CLOCK, A. M.,

At the BELVIDERE FARM, adjoining the Government Stock Farm and the Asylum.

About thirty acres of Standing Wood, consisting of valuable Hard and Soft Wood, laid off in half acre Lots.

Sale to commence on the Road leading to the Stock Farm, at or near the gate.

Sale Positive. All the remaining wood will be sold in lots to suit purchasers.

The purchasers to have this and next winter to remove the wood off the land.

TERMS—All sums up to \$10.00 cash; over that amount twelve months credit, on approved joint notes.

Ch'town, Feb. 21.—1st sale wkly 11

HAUCTION!

Hay, Straw, Seed Wheat, Oats.

I AM instructed by MR HENRY BEER to sell by Auction, at his farm "Belladun," Lot 48, 1 1/2 miles from Southport, on

Saturday, the 1st of March next.

AT TWO O'CLOCK, P. M., ABOUT

25 tons Hay,

8 tons Straw,

200 bush. Seed Wheat (White Russian),

300 bush. Oats.

TERMS AT SALE.

WILLIAM DODD,

Auctioneer.

Ch'town, Feb. 21, 1884.

CARD OF THANKS.

CHIEF JUSTICE PALMER returns his most sincere thanks to his friends for their prompt and efficient assistance, at the fire yesterday, in arranging his alarm progress towards his dwelling house and premises.

Feb. 21, 1884.—11 ne li

CARD OF THANKS.

MR E. W. TAYLOR begs to return his sincere thanks to the citizens who rendered him valuable assistance in saving his stock during the fire on Wednesday morning.

Feb. 21, 1884.—11

BAZAAR & TEA.

THE Ladies of Covehead and Stanhope purpose holding a Bazaar and Tea, on

Wednesday, March 5,

—IN THE—

YORK CHEESE FACTORY.

Every effort has been put forth to make it worthy the public patronage.

Arrangements have been made with the Superintendent of the Railway, as follows:—

Extra Tickets, at one first class fare, will be issued from Charlottetown and intermediate stations, at sixty cents (\$0.60), and also from Mount Stewart and intermediate stations at seventy-five cents (\$0.75), which will admit passengers to Bazaar and insure them their Tea as well.

The Special Train will leave Charlottetown for York at six o'clock p. m., and leave York for Charlottetown at 10.30 p. m., local time. Passengers can go by Regular or Special from Charlottetown.

Teams in waiting at the Station to convey them to the Factory, free of charge, for persons not coming by train, thirty-five cents, to be had at the door. Tea on the tables at one o'clock.

Should the day prove unfavorable, it will be held on Thursday, 6th, weather and roads permitting.

Feb. 21, 1884.—21 tu fr wklly 2w

MORTGAGE SALE.

TO be sold by Public Auction, on Friday, A. D. 1884, at the hour of twelve o'clock, noon, in front of the Law Courts Building, in Charlottetown, under and by virtue of a

Power of Sale contained in an Indenture of Mortgage, bearing date the twenty-fourth day of January, A. D. 1879, and made between Michael McCarragher, of DeSable, Lot or Township Number Thirty, in Queen's County, farmer, and Margaret, his wife, of the one part, and Robert B. Thomas, of the Royalty of Charlottetown, in said County, gentleman, of the other part: All that tract, piece, or parcel of land, hereditaments and premises, situate, lying and being on Township Number Thirty (No. 30), in Hillsborough Parish, Queen's County, commencing at a stake set on the north side of the Green Road, so called, as the southwest angle of a tract of sixty five (65) acres leased unto Francis Monaghan, now in the possession of Daniel Murphy, thence following the course of said Green Road westwardly such a distance as will make nineteen (19) chains at a right angle, or to the southwest corner of a tract of fifty acres of land occupied by Michael McCarragher, and from these two points running two parallel lines north one hundred (100) chains, forming an area containing one hundred and ninety acres, a little more or less, together with all buildings and improvements thereon and appurtenances thereunto belonging.

For further particulars apply to Messrs. Palmer & McLeod, Solicitors, Charlottetown. Dated this 21st day of January, A. D. 1884.

ROBERT B. THOMAS,

Mortgagee.

Ch'town, Feb. 21, 1884.

The Situation of Government Offices.

Dominion Government Savings Bank.

This Bank will be open for business at ten a. m. of the 21st instant, at the Bank of P. E. Island Building.

PERCY POPE,

Manager.

Feb. 20, 1884.—1w

NOTICE.

Post Office will be found in the Old Bank Building, until further notice.

A. A. MACDONALD,

Postmaster.

Feb. 20, 1884.

The Agency of the Department of Marine and Fisheries will, until further notice, be at the Bank of P. E. Island Building.

ARTEMAS LORD,

Agent.

Feb. 20, 1884.—31 wklly li

SUBSCRIBE for the WEEKLY EXAMINER, the Cheapest and Best Newspaper published on P. E. Island. Only \$1 per year.

WANTS, LOST, FOUND, &c.

OFFICE AND WEIGH SCALES TO LET.—The office occupied by Mr. William Kouzhan as the Seaman's Shipping Office, Head of Queen's Wharf. Apply to A. KENNEDY & CO. [Feb 21]

TO LET—Half a two tenement House, on Cumberland Street (near St. Peter's Road). For particulars apply at the office of Messrs. Brecken & Fitzgerald. [Feb 21]

TO LET—The Dwelling House on Upper Prince Street, at present occupied by the Ven. Archdeacon Read. For particulars apply to F. L. Hazard, Solicitor. [Feb 21]

WANTED TO RENT—About the 1st of May, a convenient dwelling, centrally situated, in a desirable part of the town. Address, "Tenant," EXAMINER OFFICE. [Feb 16 3in]

TO LET—The Union House Barber Shop, on Queen Street, including Furniture, etc. Immediate possession will be given. Terms moderate. Apply at this office. [Feb 13]

WANTED—A Housemaid in a small family. References required. [Jan 28]

Mr. Harris left yesterday, to purchase Spring Stock, in English Markets for the London House, and in order to make room for the new importation, G. Davies & Co. are offering special inducements to their cash customers in town and country.

Feb. 19 1884.—1w eod

Piano Tuning.

D. M. REID announces that he is prepared to tune and repair Pianos of all kinds. Broken or defective wires replaced. Pianos tuned by the year. Orders may be left at the store of Miller Bros., Queen Street, or at his own residence, Kent Street.

Feb. 18, 1884.—dy 41 wklly 2p

SALT! SALT!

FOR SALE ex WAREHOUSE,

5,000 bags Liverpool Salt,

1,200 bags Coarse Fishery Salt.

PEAKE BROS. & CO.

Ch'town Feb. 14, 1884.—1f

A LITERARY AND MUSICAL ENTERTAINMENT

WILL BE HELD IN

St. James' Hall,

—ON—

THURSDAY, the 6th MARCH.

By order of Committee.

Ch'town, Feb. 18, 1884.

To be Sold or Let.

THE COTTAGE and GARDEN situated on the corner of Hillsboro' and Fitzroy Streets. Apply to

J. MACKIESON.

Ch'town, Feb. 18, 1884.

The Ladies of St. James' Kirk

INTEND HOLDING A

Good Old Time

TEA AND FANCY TABLE,