

THE DAILY EXAMINER. APRIL 18, 1884.

The Overdrafts.

The Patriot is alarmed—without cause. Though the Government have been obliged to overdraw their accounts at the banks, to about the same extent as the City Council did a few years ago, the Province is not yet on the brink of ruin; and the country is assured that not one dollar has been needlessly or extravagantly expended.

The fact of an overdraft of \$21,000 is of course, to be regretted; but on the other hand the people have not been taxed, though the cost of the education and some other services under the Government has greatly enlarged.

But with a continuation of the present economical administration, with the addition of at least \$53,000 for our piers, and with the increase of subsidy for which provision has been made, it is likely that instead of an overdraft, there will, ere long, be a handsome sum in the banks to the credit of the Province. At all events, there are no good grounds for the Patriot's effusive alarm.

Waterworks.

We insert, on our first page, the letter of "Citizen." There is nothing in it which affects the stand we have taken regarding the bungling amendments to the Waterworks Bill by the Legislative Council. A case cited by "Citizen," in reference to the introduction of gas into the city, is as strong an argument as we have seen used respecting Waterworks. Previous to the introduction of Gas, a party like unto the Anti-Water party of the present time, opposed the enterprise. To-day if a vote were taken on the removal of gas lamps from our streets and houses, those who would vote for removal would be few indeed. As with gas so it would be with water. Once our citizens experience the convenience of waterworks, they would never again do without them.

Winter Communication.

GREAT part of our space is occupied to-day by the Address of the Legislature to the Governor-General concerning the failure of the Dominion Government to fulfil the Terms of Union in respect to efficient and continuous communication with the mainland. The Address will be read with attention, and (at least by the people of this Province) with pleasure. It is well written; and it sets forth the facts in clear and forcible terms.

The "Manhattan" for May.

A part of the United States hitherto unwritten about in magazines—the wonderful "Gunnison Country"—is described by Ernest Ingersoll in the May Manhattan, with the aid of many and excellent illustrations. The Gunnison region is in the heart of Colorado, west of the continental watershed of the Rocky Mountains, and midway the State, north and south. A second paper is to follow. Another illustrated article is on the Italian city of "Rimini" and its quondam rulers, the Malatestas. Rimini is associated with the unfortunate Francesca, and the paper has a number of beautiful illustrations from drawings by Gabriel Carelli, the Italian water-color painter. Shakespearean scholars will be interested in a forcible argument by Appleton Morgan, entitled "Whose Sonnets?" and going far to demonstrate that Shakespeare did not write the Sonnets attributed to him. Under the title "Leo XIII.," is an interesting narrative of singular circumstances which brought together at various times the present Pope and some living American ladies and their grand-parents. An account of Ulric Zwingli, by the Rev. Dr. Charles H. Hall, of Brooklyn, with the illustrations, sets in a clear light the life and services of the Swiss reformer. Mrs. Schuyler Van Rensselaer contributes a delightful essay on "Children in Fiction," showing how seldom children appear in English fiction, though frequently in French fiction, much to the advantage of the latter. Another literary paper is by Joel Benton, on "The Latest News about Kents." The new anonymous serial "Trojan" starts off in a spirited manner, and the first instalment is decidedly alluring. There are two admirable illustrations of the story, one of them the frontispiece, depicting Napoleon in his carriage, accompanied by Eugene, starting in military state for the Franco-Prussian war, whence he never returned to Paris. There is an amusing short story in dialogue; the joint work of Brander Matthews and H. C. Bunner, with the odd title, "The Seven Conversations of Dear Jones and Baby Van Rensselaer." Among the poets of the number are Nora Perry, Paul Hamilton Hayne, Maurice Thompson, J. V. Cheney, Anne Sheldon Coombs, Harriet W. French and R. K. Munkittrick. In "Recent Literature" some new books are treated with discrimination, and the "Town Talk" is about Moving Day in New York and the Nineteenth Century Club. In the "Salmagundi" is another batch of pithy sayings by Zeke Fairchild, who has as much wit and wisdom as Josh Billings, but with the advantage over the latter of knowing how to spell. The number altogether is fresh, varied, suggestive and entertaining.

Our Advertisers.

Geo. Davies & Co. are giving great bargains in readymade clothing.

F. W. Hales intimates that the "Summerside" will take in freight next Monday, and will leave for Pictou on Tuesday.

A. McNeill will hold an auction sale of furniture at his salesroom next Tuesday at two o'clock.

R. R. FitzGerald announces that the "Claribel" will be sold at auction at Peake's No. 8 wharf, on the 6th May next.

WINTER COMMUNICATION.

THE SITUATION REVIEWED

In a Joint Address to the Governor-General,

And an Earnest and Forcible Protest Entered.

TO HIS EXCELLENCY THE MOST HONORABLE SIR HENRY CHARLES KEITH FITZ MAURICE, MARQUIS OF LANSDOWNE, GOVERNOR GENERAL OF CANADA, AND VICE-ADMIRAL OF THE SAME, etc., etc., in Council,—

Her Majesty's dutiful and loyal subjects, the Legislative Council and House of Assembly of Prince Edward Island, in general assembly convened, approach Your Excellency, and represent that,—

During the Session of 1881 they addressed the Governor-General of Canada in Council, calling attention to the fact that the general Government had failed to carry out one of the conditions of the compact under which Prince Edward Island entered the Confederation of the Dominion of Canada, viz:—

"To establish and maintain efficient steam service for the conveyance of mails and passengers between the Island and the Dominion, winter and summer, thus placing the Island in continuous communication with the Intercolonial Railway and the Railway system of the Dominion."

At the same time they prayed for the adoption of vigorous and immediate measures for remedying the grievances complained of, as well as for compensation to this Province on account of the non-fulfilment by the Dominion of the terms of Confederation.

The receipt of this Address was duly acknowledged by the Secretary of State in a despatch dated 16th April 1881, and upon the notice of the Dominion Government being again called thereto, assurances were returned in both of the years 1882 and 1883, that the question was under their consideration.

Notwithstanding that three Sessions of the Dominion Parliament have been held since the receipt of their Address aforementioned, no improvement whatever has been made in the means of winter communication, and the Legislature of this Province are not aware that as a result of the investigation of the question during the three years which have elapsed, the General Government have decided upon any definite steps towards an absolute fulfilment of their obligations.

In this, the eleventh year of their connection with the Dominion of Canada, instead of enjoying that efficient and continuous steam communication with the mainland, guaranteed them at the time of their entry into the Confederation, for a very considerable portion of the year, the people of Prince Edward Island are entirely dependant upon a mode, that in use before steam power was applied to the propulsion of vessels.

During all this time they have patiently awaited the fulfilment by the General Government of the terms of Confederation in this particular respect, until the Legislature are reluctantly constrained to say that in their opinion the Dominion Government have evinced a marked indifference, not only for the welfare of Prince Edward Island, but for the inviolability of their own obligations as well.

During the first winter succeeding the Union, the people of this Province did not expect that much could possibly be effected towards providing "continuous communication," neither was anything attempted in this respect; but they anticipated, at the least, that the matter would receive the early and earnest consideration of the Government, who would be only too anxious to carry out the pledged faith of the Dominion to the smallest and most helpless of its Provinces.

Not so, however; but for three consecutive winters the fulfilment of their guarantee was mocked, by the employment of an old vessel called the "Albert," whose usefulness in every other sphere of navigation had long previously departed.

Eventually, in 1877, a steamer, the "Northern Light," which had been built for service in the Saint Lawrence River, near Quebec, was purchased by the Government, and placed on the route between Georgetown and Pictou, where she has continued up to the present time.

Whatever may be the general opinion of the work performed by the "Northern Light," during the last seven years, of this fact, there is no doubt, that for an average of eight weeks in each winter she is laid up, that during the time she runs, her trips are uncertain, irregular, and unsatisfactory, and the accommodation afforded is neither continuous nor efficient. While the "Northern Light," has no doubt, been useful in demonstrating the practicability of the winter navigation of the Straits of Northumberland, the Legislature submit that she has proved herself utterly incapable of successfully overcoming its difficulties; and they observe with regret that the only improvement contemplated is the adaptation in some way of a steamer intended for the lighthouse service so as to supplement the work of the "Northern Light."

The Legislature consider it almost unnecessary to recount the peculiar disadvantages under which this Province labors owing to its insular position, for they feel that from the constant representations which have been made, the Government and Parliament of Canada cannot be ignorant of them, and it is for this reason that the people of the Island are inclined to the belief that they are the victims of a serious injustice at the hands of a body who should protect their interests.

Cut off, as they always were, for nearly five months of the year from all communication with the mainland except by a most uncertain and dangerous route, a promise of continuous communication with the Intercolonial Railway and the railways of the Dominion, was indeed a strong inducement to them to surrender their self-government and unite with Canada.

They naturally expected that, within a reasonable time, they would possess uninterrupted communication, at all seasons of the year, with the rest of Canada and of the world—that they would enjoy equal facilities for intercourse with the other Provinces, as these Provinces enjoy between themselves, and would participate in all the

benefites arising from the Intercolonial Railway and other public works upon the mainland, from which they had previously been debarred for a great portion of the year.

The inconvenience and loss which they have suffered in consequence of the failure of the Federal Government to provide them with the efficient communication promised, are incalculable, while the disappointments to their expectations has not tended to enhance, in their estimation, the value of a connection with the Dominion, but on the contrary has awakened a feeling of discontent, which, though a matter of regret, is not unnatural under the circumstances. Were it only the transport of freight and merchandise that was stopped during the winter season, they would have good reason to complain of being precluded from the benefits of the Intercolonial and other railways which their more fortunate neighbors on the Mainland enjoy; but their complaint, as well, is that in direct violation of the compact upon which they entered the Confederation, no efficient and continuous means of steam communication have been provided whereby mails and passengers can be transported to the Mainland. The derangement of business consequent upon the irregularity of the mail service, when for ten days, at times, no communication whatever is had with the rest of Canada, exercises a most prejudicial effect upon their interests. The hardships of travelling, which only the strong and robust are able to endure, and the dangers attendant upon the present mode, are other disadvantages from which they suffer most acutely.

The feeling that they are being unjustly treated is not without great foundation. As members of one vast country the welfare of all is assuredly the object to be attained, and where difficulties or hardships militate against the prosperity of the people, their removal is undertaken by the General Government. On what other ground can the vast system of Railways, Canals and other public works be accounted for than as means to overcome distance and to remove difficulties of transport. So rapidly has Canada grown since Confederation that the means of communication are formed, not to keep pace with the rate at which the country is developing, and millions of dollars are being annually spent in linking together the scattered Provinces from the Atlantic to the Pacific. But three years ago the Federal Government in order to keep faith with British Columbia, a Province of little more than ten thousand of a population, contracted for the construction of over two thousand miles of railway at a cost of millions of dollars. Yet the fulfilment of the Terms of Union with Prince Edward Island, a Province of equal importance at least with British Columbia, by providing the means of communication over a Strait less than nine miles wide, is postponed from year to year without any thought, as it would seem, that thereby a solemn and binding obligation is being broken and an immense injury being done to its people.

The Legislature of Prince Edward Island are satisfied that this state of things cannot longer continue without a breach of that harmony which is so indispensable between the Provinces of the Confederation. They feel that the Province is being treated invidiously and unjustly, and that its prosperity is retarded in a great degree by the failure to afford that efficient communication with the rest of the world so necessary to an agricultural community.

Were the General Government asked, as a matter of grace, to grant continuous communication with the Mainland, some reasonable ground might exist for refusing to do so; but when the request is only that they fulfil their obligations, and carry out their pledged faith, by promoting efficient steam service, summer and winter, their neglect to do so is inexcusable.

The Legislature of Prince Edward Island are of opinion that the Government of Canada are justly chargeable with a most serious violation of the Terms of Union in the manner which they have pointed out, and they desire to bring the matter again prominently before the notice of Your Excellency in Council, in order to the adoption of immediate and effective measures for the absolute fulfilment of the Terms of Confederation, or otherwise that they may be informed that Your Excellency's Government are either unable or unwilling to abide by their compact.

The Legislature submit that on every principle of justice, this Province should receive compensation in view of the immense loss and disadvantage which have accrued by reason of the failure of the General Government to provide the efficient and continuous communication guaranteed by the Terms of Confederation, and they therefore claim, as due to the present time, the sum of \$5,000,000, to which they consider this Province justly entitled.

The Legislature trust that this most important matter, which they now, for the first time, bring under the notice of the General Government, may immediately engage their attention and that a favorable answer will be accorded without delay, otherwise the Legislature desire that the Government of the Province invoke the interference of Her Majesty the Queen, by laying a statement of the grievances complained of at the foot of the Throne.

YACHT FOR SALE

THE YACHT "CLARIBEL," with her Tackle and Sails, will be sold by Auction, on

Tuesday, the Sixth day of May, at the hour of twelve o'clock, noon, where she now lies, on Peake's Number Three (3) Wharf.

This boat has a length over all of 40 feet, is of the registered tonnage of 12 tons (net measure, about 18 tons), has large cabin accommodation, and is in every way sound, well equipped, and handsomely finished.

For terms and conditions of sale, apply to

R. R. FITZGERALD, Charlottetown.

April 18 1aw fr pat law

Readymade Clothing, in Men's and Boys', selling cheap at the London House.

April 18, 1884—2w eod wky

Charlottetown Boot and Shoe Factory.

OUR MAKE OF

BOOTS AND SHOES ARE MADE OF SOLID LEATHER,

And give great satisfaction throughout the Island.

The Best merchants sell them, and when buying be sure and ask for our make.

DORSEY, GOFF & CO.

Ch'town, April 12, 1884.—eod wky

GREAT SALE OF New Cottons.

We have just opened a large Stock of

ENGLISH AND AMERICAN PRINTS, NEW SPRING STYLES,

Received Before the Advance in Duty.

We have an immense stock of

GREY AND WHITE COTTONS,

Purchased when the Cotton market was at the lowest point of depression.

Fleecy Cottons, sheeting Cottons,

Pillow Cottons, TABLE LINEN AND NAPKINS,

Towels and Towelling,

TAPESTRY, SCOTCH AND BRUSSELS CARPETS,

And other House Furnishing Goods.

WHOLESALE AND RETAIL.

CHOICE TEAS, VERY CHEAP!

By the Chest, Half-Chest, and Quarter-Chest. Also, in Packages of 5, 10, 15 and 20 pounds.

GEO. DAVIES & CO.

Ch'town, Feb. 11, 1884.

GRAND SALE OF

DRY GOODS AND CLOTHING.

JOHN MACPHEE & CO. will, during the HOLIDAY SEASON, give special bargains in

Dress Goods, Knit Wool Goods, Mantles, Shawls, Flannels, Hosiery, Gloves, &c

CLOTHING. CLOTHING.

Men's Overcoats, \$3.90, \$5.00, \$6.50, \$7.50, up.

Men's Ulsters, \$4.95, \$6.25, \$7.00, up.

Men's Reefers, \$2.95, \$3, \$3.50, \$5, \$4.50, \$5.50 up.

Fur Caps, Kid Mitts and Gloves, Cardigan Jackets, Worsted Tweeds, Under-clothing, Buffalo Robes, Horse Rugs, Small Wares, etc.

PARKS' WARP, CHEAP.

Cash Buyers can depend on getting REAL BARGAINS in every Department.

WHOLESALE AND RETAIL.

JOHN MACPHEE & CO,

ROBERT ORR'S OLD STAND.

Ch'town, Dec. 12, 1883.—2aw wky pres pat

THE LIVERPOOL AND LONDON AND GLOBE FIRE INSURANCE COMPANY, OF ENGLAND.

ESTABLISHED A. D. 1836.

Invested Funds, \$30,632,000; of which ONE MILLION DOLLARS is invested in Canada.

General Reserve and Fire Re-Insurance Fund, SEVEN MILLION TWO HUNDRED THOUSAND DOLLARS.

This Company will now do a general business in the City and Province. Risks taken daily by

R. R. FITZGERALD,

AGENT.

Ch'town, March 10, 1884.—eod

FOR PICTOU LANDING.

THE Steamer "SUMMER IDE" will take in Freight for Pictou, on Monday morning next, and will leave on TUESDAY morning for Pictou (see permitting). By order of Directors.

FRED. W. HALES, Secretary.

Ch'town, April 18, 1884

FURNITURE, &c.

BY AUCTION, TUESDAY, April 22nd, at two o'clock, in front of Stevenson's Building, Queen Street, near the market, a lot of Household Furniture, among which are a very nice Bedroom Set, Bureaus, Lounges, Chairs, Stoves, etc.

Parties wishing to dispose of new or second-hand Furniture, or other articles, will find this a good chance to convert their goods into cash.

A McNEILL, Auctioneer

Charlottetown, April 18, 1884. 3i

Brick Machine For Sale AT A BARGAIN.

BULLMAN & SUTHERLAND MAKE. Capable of turning out about 10,000 Bricks a day. Apply to

BEER & GOFF

Ch'town, April 16, 1884.

LORNE HOTEL FOR SALE.

THE Subscriber offers for sale the "Lorne Hotel," situated at Tracadie Beach, with furniture, fixtures, boats, etc., complete, ready to open this spring. If not sold at private sale, it will be offered at Auction, and SOLD on the 30th April.

The building and furniture, as it now stands, cost close upon \$9,000, and will be sold at a bargain.

C. A. HYNDMAN.

April 16—2w

SEALED TENDERS

WILL be received up to April 26th, for the erection of a Brick Building on the South Side Queen Square.

Plans and specification to be seen at the office of Phillips & Chappell, Full's Building, Queen Street.

A large portion of materials will be found by the undersigned.

J. G. HAMILTON BROWN

Ch'town, April 16, 1884.

FOR SALE,

A DWELLING HOUSE, situated on Weymouth Street, between Gratton and Richmond Streets, containing six rooms and attic. Apply at once to

MRS ROBERT YOUNG, Hillsborough Square, April 14—tf

New Seed Wheat.

DAILY EXPECTED, and will be sold BY AUCTION, on arrival, viz "Northern Light," a quantity of New Seed Wheat, direct from Collingwood, Ontario.

A. McNEILL, Auctioneer.

April 10, 1884.—1w wky 2i

P. E. ISLAND RAILWAY.

Sale of Unclaimed Goods.

NOTICE is hereby given that all Freight and Baggage unclaimed by consignees up to November 15, 1883, will (if not previously claimed and all expenses paid) be sold by Public Auction, at the Freight House, Charlottetown, on SATURDAY, APRIL 26, instant, at ten o'clock, a. m. (Eastern Standard Time), in accordance with clause 76 of the Consolidated Railway Act, 1881. A list of such articles, showing names of consignees, can be seen at all booking stations, on and after 16th instant.

JAMES COLEMAN, Superintendent.

Railway Office, Ch'town, April 12, 1884.

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WANTED, LOST, FOUND, &c.

WANTED—A NURSE-MAID (a good needle-woman preferred) to go to Stellarton, N. S. Apply to Mrs. Col. Gray, Inkerman House. [ap18

TO LET—The Dwelling House and Shop on Great George Street, next to Beale's Corner. Rent moderate. Apply to Mrs. E. BURRIS. [ap18

WANTED—By a competent young man, a situation as book-keeper. Salary moderate; good references. Address "A. B." EXAMINER'S OFFICE. [ap16

WANTED—A NURSE-MAID, in a gentleman's family. Good reference required. Apply at this office. [ap15 tf

WANTED IMMEDIATELY—A COOK in a small family. Apply at this office. [ap17

TO LET—On the St. Peter's Road, half a mile from the city, a neat, well finished Cottage, with half an acre of land attached. Pleasantly situated. Formerly occupied by Mr. Cook. Apply to Hector McLeod, St. Peter's Road, East Royalty. [mar27

ON guaranteed salaries—with Commission—four first-class positions for men of good address.—BRADLEY, GARNETTSON & Co., Order Department, St. John, N. B. [mar 27 wky 1f

TO BE LET, about the 1st of May next, a Cottage containing nine rooms, with a good Yard, Garden and Stable, pleasantly situated on Upper Hillsborough Street, nearly opposite the residence of Mr. W. Leitch. Apply at EXAMINER'S OFFICE. [mar29 eod

THE Parties having in their possession a set of new Driving Harness, taken from the fire of the 20th February, will oblige by returning them to the subscriber without further notice.—JAMES NEWSON. [mar26