

THE DAILY EXAMINER  
JANUARY 23, 1883.

Improved Communication.

The meeting in Market Hall, last evening, was just—well very nearly just—what it should be; and we hope many more such meetings will be held throughout the Province ere the opening of the new Parliament.

This is now the "all absorbing question."

It is important that, we the (people of this Province) should now press strongly and unitedly upon the attention of the Government the necessity of fulfilling, as far as possible, the terms of Union with respect to "continuous steam communication with the Mainland—summer and winter;" and it is important that we (the electors of Canada) should now advise the Government of a reasonable and feasible plan by which the improved means of communication we require may be provided.

For, if we will but do our duty in this regard—if we will put off sectionalism and self-interest, and unite cordially upon a practicable scheme, with a view to the common good—the Administration at Ottawa must do their duty. They will have no excuse; for this is a matter of Inter-Provincial importance, upon which the Dominion Government are bound by a solemn compact to take action.

The meeting of last night met very fairly the required conditions. It was a large meeting. It was a highly respectable meeting. There was no trifling. Those present were deeply earnest; and upon the main points they were cordially unanimous. The resolutions, which were all carried by acclamation, were reasonable, and proposed nothing that is not practicable—nothing that is not necessary to the development of our trade, the speedy carriage of passengers, and the fulfilment of the terms of Union.

The want of the larger and stronger steamers called for by Mr. Coombs' resolution has already been keenly felt. It may be truly declared that, because we hadn't them, the Province, last fall alone, lost thousands upon thousands of dollars; and taking into consideration the change which is being effected in the course of our trade, the fact that year by year sailing vessels are getting scarcer, and the fact that year by year the volume of our traffic is becoming larger, it is quite evident that three "efficient" steamers, if put on, would soon pay well. It is quite practicable to provide them; and, in our opinion, the whole three should be kept running daily so long as navigation can possibly be effected,—between Summerside and Shediac, between Charlottetown and Pictou, and between a port or ports in Kings County and some point or points in Nova Scotia; for, given the accommodation, the traffic will flow in.

The present requirements of the Capes route also justify a belief in the prospective success of the Cape's Railway. There is nothing impossible or impracticable about either the steamers or the railway. In the matter of the railway the greatest difficulty has already been overcome. Its construction has been authorized by Parliament. The country is committed to the scheme. The Minister of Railways is as favorably disposed towards it as a man can be. With an unanimous public opinion declaring by resolutions and through the press, that it is required, we confidently look forward to the commencement, completion, and ultimate success of the work.

The tone of the speeches was good. There were but few false notes. All were agreed upon the main points. Improvements are imperatively required, the improvements proposed are reasonable and practicable; we shall "agitate, agitate, agitate," until they are obtained. This was the feeling of the meeting.

Civic Elections.

THE Civic Elections take place tomorrow. The is the most important Civic event of this year. Everyone is interested in keeping out of the Council men who are not fit for the position; and it is to be hoped that electors will not vote for such men. Let us at least have the Council manned by the best men in the field. The Candidates are:

- Ward 1—Messrs. J. Ball, and William Koughan.
- Ward 2—Messrs. J. B. McDonald, and H. C. Douse.
- Ward 3—Messrs. S. W. Crabbe, and Thos. Campbell.
- Ward 4—Messrs. Theo. L. Chappelle, and Wm. Ludner.
- Ward 5—Messrs. Thos. McLean, and John Tanton.

History does not antedate the existence of wheat. It was not found, however, in America at the period of her discovery, but soon after was brought over from Europe. A slave of Cortez, it is said, found a few grains in some recess from Spain, preserved and planted them, and thus originated the wheat of Mexico and the Northern Pacific. It was brought to Massachusetts in 1602, and to Virginia in 1611. The valley of the Mississippi received it in 1718, and the first flour was shipped in 1746 from the Washak River to New Orleans. Such was the beginning of a trade whose greatness and importance it is now difficult to estimate.

"It came to me like oil upon the troubled waters," said the Rev. Theodosius David, (a street, Cincinnati, Ohio, in speaking of his experience with St. Jacobs Oil, "I was cured by the Great German Remedy of a case of rheumatism, of year's standing, in less than two months' time. I will always bless the day I found it."

Communication with the Mainland.

Big Meeting in Market Hall.

RINGING SPEECHES—STRONG RESOLUTIONS.

UNANIMOUS ON THE MAIN POINTS

(Summary Report by the Secretary, Mr. Peter McCourt.)

Last night a large audience assembled in the Market Hall, shortly after the appointed hour, to hear the views of our leading men on the subject of Steam Communication with the Mainland.

H. J. CALBECK, Esq., High Sheriff for Queen's County read the requisition addressed to him asking him to convene a meeting, and suggested that a Chairman be appointed. On motion Mr. Calbeck was appointed Chairman, and Mr. Peter McCourt, Secretary.

On taking the chair Mr. Calbeck made a neat speech, in which he remarked that the traveling facilities, introduced in the past were insufficient in this age of rapid transit, and the people of this Province were anxious to have some improvement, in order to build up a larger traffic with the world beyond us. The distance by water, he thought, should be lessened; the nearer we can get to the mainland at all seasons, and the sooner our mails and freight are separated, the better.

ALEX. MCKINNON, Esq., Esdale Foundry, remarked that the contract with the Steam Navigation Company would expire shortly, and thought an expression of opinion on that subject would be in order. We ought to have daily communication with Pictou in summer months; and, if the present steamers are not sufficiently subsidized, our representatives should insist upon getting a larger subsidy, and boats calculated to carry our produce to market in the shipping season. This accommodation had been guaranteed in the terms of union, and it devolved upon the Government to discover the proper method of fulfilling their obligations. He proposed the following resolution, which was seconded by Philip Large, Esq., carriage builder, and carried unanimously:

Whereas, It is indispensable to the furtherance of the best interests of this Province that our communication with the Mainland should be made as perfect as possible; and

Whereas, The Terms on which we became confederated with the Dominion expressly provide that "efficient steam service for the conveyance of mails and passengers be established and maintained between the Island and the Mainland winter and summer, thus placing the Island in continuous communication with the inter-colonial Railway, and the Railway system of the Dominion; and

Whereas, The above Terms have not been carried out; and

Whereas, Our steam communication with the Mainland is altogether insufficient for the necessities of our trade and commerce; and

Whereas, The people of this Province feel that the efforts hitherto made by the Dominion Government have been totally inadequate to our requirements, and not such as our rights under the Terms of Union warrant us to expect;

Resolved, therefore, That this meeting urge upon our Representatives in Parliament the necessity of continual and energetic remonstrance against the apparent indifference and neglect with which our constitutional rights and interests relative to this question have been treated.

Whereas, This meeting is in accord with the unanimous expression of opinion given at the large and influential meeting held at Cape Traverse on the 16th inst., to the effect that our Representatives should press upon the Parliament and Government of the Dominion the urgent necessity of improving winter communication at the Capes;

Resolved, therefore, That in the opinion of this meeting the immediate construction of the branch railway to Cape Traverse and other necessary improvements are imperatively required, with the view of rendering more efficient the crossing at the Capes.

A. McNEIL, Esq., said the "Northern Light" had proved the feasibility of navigating the straits, and with the exception of a few weeks had kept up communication with the mainland, which was a matter of supreme importance to all classes in this Province, in proof of the growth of our exports he read the following statement: Our shipments of oats to Nova Scotia from Queen's and King's County alone, were 420,653 bushels; the exports from Prince's County are not at hand, but might be estimated at least at one-third the above quantity, which would make a total of 560,870 bushels; New Brunswick, say 120,000 bushels. Of Potatoes: to Nova Scotia, 320,400 bushels, to New Brunswick, 10,000 bushels. The value of our exports from Queen's and King's Counties in meats, in 1882 was \$62,300; canned meats, \$78,753.00, canned lobsters, \$498,978.00; eggs, \$101,407.00. He instanced the Provincial Exhibition last fall to prove the incalculable loss this Island sustained on account of insufficient steam communication. The show was held on Thursday; people in the Province of Nova Scotia would have attended it to see and buy our stock— which took prizes from the celebrated Senator Cochrane—but they could not attend unless they left home on Monday and return on Saturday. A steamer with proper carrying capacity should be placed upon the route at Georgetown after Charlottetown harbor closes, to carry away our produce and convert it into cash.

MR. HENRY COOMBS, though always an anti-confederate, wanted to see the terms of confederation fulfilled. We want larger and better boats, and more of them; in the language of the great O'Connell we must "agitate, agitate, agitate," until we get the route to the Capes, the ferry to carry cars across, similar to those established at New York ten years ago. Mr. Coombs moved, seconded by Henry Beer, Esq., the following resolutions, which was carried unanimously:

Resolved, That in the opinion of this meeting two new and efficient steamers of sufficient capacity for mails, passengers and freight should be placed on the route between Summerside and Pictou, for summer and fall communication with the mainland; and also

placed on the route between Georgetown and Pictou, for the late fall, winter and spring communication.

SENATOR HOWLAN was fully in accord with the resolutions which had been read. It was well to place our views before the Government. He thought the Island representatives were now in a better position than ever they were in to obtain steam communication. A ferry at the Capes must come; and when the St. John River is bridged there will be an outlet for our exports to the United States that would be of great advantage to our farmers and fishermen. With improved facilities of this kind, and a treaty of reciprocity with the United States—which he hoped soon to see—there would be an opportunity for Prince Edward Island to share the advantages of continuous communication, as stipulated in the Terms of Union.

L. H. DAVIES, Esq., M.P., on coming forward, remarked that it was not to be supposed that any great difference of opinion could exist in regard to improved steam communication. He was in full accord with the speakers who had preceded him, and was glad to see the meeting confined to something practical. He did not believe in the policy of those who would support their party in a case of this kind if justice could not be obtained according to the Terms of Union. He alluded to extracts in THE EXAMINER relative to Mr. McKenzie's views. He would not support Mr. McKenzie if he trifled with our interests as had been done. He knew enough about Governments to convince him that they give exactly what they are compelled to give; the House of Commons just moves when they find people determined and united; and the success of the people's representatives depends upon the force of public opinion as reflected by them in Parliament. He ridiculed the manner in which we had been treated in regard to steam communication with the Mainland. We see the Government haggling over a difference of fifty dollars in payment for the mail service at the Capes which is a disgrace to this country. In asking for those improvements we do not object to the amount expended in other parts of this Dominion, but we must protest against being treated in this contemptible style. Our shipping season is short; strong screw steamers are therefore required at Charlottetown and Summerside while navigation remains open, after which a steamer about three times as large as the "Northern Light" is required at Georgetown. This boat had solved the problem of winter navigation, but it will always be necessary to send the mails by the Capes for a month or two in midwinter, and we should not be mealy-mouthed in presenting our claim for the best facilities that can be provided. He was well aware that in Canada we were looked upon as we look upon the Magdalen Islands, but the time has come for our press and people to unite, and by one strong effort secure our rights.

HON. J. BRECKEN was pleased with the sentiment enunciated to avoid party politics in dealing with this absorbing topic. There is every reason why we should leave our differences behind our backs and stand shoulder to shoulder in order to obtain justice. Public men in Western Canada are under the impression that we have been a costly bargain; they think the "Northern Light" has fulfilled this part of the terms upon which we entered the union. He referred to an interview he and others had with Mr. Sewell at Ottawa on this subject, wherein Mr. Sewell admitted that at certain times no steamboat could run regularly hence it would be necessary to have improved facilities at the Capes. He had to the utmost of his ability advocated our rights on this point, but owing to the peculiar position in which he was placed he could not say why the construction of the Cape Traverse Railway had not been commenced. He agreed with Mr. Davies that our demands should be practical and reasonable, and had no doubt that they would receive attention from the Government.

DR. JENKINS was glad to see that this meeting had been called, as suggested by him in a letter to the Herald, a few days ago. This agitation, he thought, must be kept up, as no government will disturb themselves if they are not urged on by the people and their representatives. The "Northern Light," he contended, was totally unfitted for the purpose. Yet a properly constructed boat of about 1,500 tons would in his opinion run nearly the whole winter. Such a boat would be capable of carrying all our surplus produce to the market. Unless we have proper communication this country will never prosper. He was not going to abandon his scheme of constructing branch lines to the Capes to connect with a ferry steamer capable of carrying our produce across without re-shipment. He believed the Government would grant a much larger vote if more powerful boats were provided for the summer service.

HON. DAVID LAIRD, being called upon, remarked that as it was not necessary in these days to have a majority to claim a seat in the House of Commons, he might, therefore, consider himself the fourth member for Queen's. However, he thanked the electors of Queen's for the support he received at the late election. He hoped that all parties would be unanimous in advocating our claims to improved steam communication, and would not act the part of his opponents in trying to impede any attempt they might make to carry out the terms of union. He remembered when the "Northern Light" was put on as experiment, the manner in which the then Opposition endeavored to arouse public indignation against the Government at public meetings, but he was glad to hear after all that the McKenzie Government in making that experiment had done a great work indeed. He regretted that the present Government had allowed four years to pass without attempting to improve upon her. During all this time no effort had been made in that direction; the same boat is still on the route; in fact they scarcely added another bolt to the steamer since they came into power. Having secured another term he hoped they would go forward and endeavor to improve both winter and summer communication. In regard to the latter he thought it very unwise for any Government to enter into a contract for a long period than ten years. He found no fault with the S. N. C. if a larger subsidy was necessary it should be granted. He would not throw a damper upon Dr. Jenkins' scheme of ferrying cars across at the Capes, that being a question to be considered when the branches were built. He asked why the building of the branches had been abandoned!

The sum of \$189,200 had been voted last session, yet nothing had been done since the survey previous to the election.

HON. D. FERGUSON made a few remarks after which Fenton Newbery, Esq., proposed, seconded by D. Farquharson, Esq., the following resolution, which was carried unanimously:

Resolved, That a committee be appointed by this meeting to draw up petitions to be universally signed, and presented to the Dominion and Local Governments, demanding a fulfillment of the terms of union in respect to providing and maintaining efficient steam communication with the Mainland.

On motion the following gentlemen were appointed as said committee with power to add to their numbers:—John Newson, George Peake, D. Farquharson, H. Coombs, H. Beer, and F. T. Newbery, Esquires.

It was moved and seconded that Alex. McKinnon, Esq., take the chair, after which P. R. Bowers, Esq., proposed, and Hon. F. Brecken seconded, a vote of thanks to the Chairman, which was duly acknowledged.

The Carnival at Summerside.

A GREAT SUCCESS—GRAND BALL AT THE CLIFTON.

The fancy dress carnival at Summerside last night was a great success. The Rink was tastefully decorated with evergreens and bunting, and the promenade was well arranged for spectators. Every arrangement seemed to be complete, and the Committee who had the affair in hand deserve the greatest praise for the manner in which they performed their work. To Messrs. Hunt, Rogers, Mitchell, McNeill, McLeod and Crabbe, who composed the Committee, is due the credit of this pleasant social gathering; and the inhabitants of Summerside may well be proud of the grand display made last night, under many unfavorable circumstances. The costumes, particularly those worn by ladies were brilliant. Every character was well maintained, and there seemed to exist a rivalry among the masqueraders to outdo each other. To make a distinction, when all the characters were so tastefully represented, is very difficult, but we cannot resist making honorable mention of a few of what we consider the handsomest costumes. Dredgen China, as impersonated by Miss D. Poole was exquisite; Twilight, by Miss Bertha Hunt, was splendidly represented; and Queen Titania, as characterized by Miss Luty Rogers, was, perhaps, the most attractive figure of the Carnival; the American Navy, Evangeline, Summer Painting, Good Luck, Clothespins, and many others were all well impersonated. The gentlemen, though fewer in number than the ladies, were very fine. Among the most attractive were The Colonel from Patience as impersonated by W. C. Hobkirk, the Zulu King by Mr. McLennan, St. Jacobs Oil, Anti-Scott Act, Hugonant and Incizable. The Summerside Brass Band, which discoursed good music during the night, brought the pleasant social gathering to a close by playing the National Anthem. The affair wound up by a grand ball at the Clifton House, in which the youth and beauty of Summerside took part.

THE officials of the Government have obtained information through which it is believed that the Peenix Park murderers will soon be discovered. The evidence of the informers shows the existence of an "Assassination Society" inside the Fenian organization. Two more arrests have been made.

Loss of the Cimbia—A Terrible Calamity—Anxiety in London. LONDON, Jan. 23. The steamship "Cimbia" was sunk by collision with the steamship "Sultan." The search steamers have returned without success. It is now known that the "Cimbia" had 380 passengers, and 110 of a crew, and out of the whole number only 56 persons are known to have been saved. There is much anxiety here about the situation in London.

TELEGRAPHIC NEWS.

[SPECIAL DESPATCHES TO THE EXAMINER.] The Phoenix Park Murder—An "Assassination Society."

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Another Crisis. PARIS, Jan. 22. Another ministerial crisis is feared here.

Weather Bulletin. Probabilities for the next 24 hours for the Maritime Provinces.

TORONTO, Jan. 23—10 a. m. Fresh westerly winds, fair, very cold weather.

EVERY customer, big or small, gets five per cent. discount for cash off shelf goods. Accounts paid monthly five per cent. off. The Family Grocery is, without a doubt, the place to get value for your money. (Jan. 23)

CLEARING-OUT SALE. THE Subscribers having determined to clear out their entire Stock of Overcoats, Reefers, SUITS, BOYS' CLOTHING, Fur Caps, Cloth Caps, Mufflers, Clouds, Scarfs, etc.,—WILL—SELL AT HALF PRICE, Previous to clearing the balance at Auction, on or about the 21st February, of which due notice will be given. An early call will secure Bargains, as a clearance must be made.

F. LePAGE & CO. Ch'town, Jan. 23, 1883.—Law wy

W. & A. BROWN & CO

WILL close out (during the month of January and February) the balance of their large Stock of

WOOLLEN GOODS,

Including Shawls, Squares, Clouds, Scarfs, Children's Ulsters and Underwear, Ladies' Vests, Mitts, Cashmere Hosiery, Gents' Cardigan Jackets, Gloves, etc.

Fur Goods, Dolmans, Mantles, Ulsters and Millinery Goods.

Also, the remainder of their Choice Stock of Scotch, English and Tapestry Carpets and Hearth Rugs,

AT A LARGE DISCOUNT.

GREAT BARGAINS MAY BE EXPECTED

Ch'town, Jan. 18, 1883.

JANUARY. ANNUAL CLEARANCE SALE BEFORE STOCK TAKING.

J. B. MACDONALD will, during this month, clear lots of Goods in every Department:

- A Lot of Ladies' Dress Goods,
- A Lot of Clouds and Scarfs,
- A Lot of Men's Scarfs,
- A Lot of Tweeds and Heavy Cloths,
- A Lot of Mantle and Uster Cloths,
- A Lot of Fur Caps Mitts and Gloves,
- A Lot of Men's and Boys' Ulsters,
- A Lot of Winceys and Flannels.

J. B. MACDONALD

Also, 100 Chests of Fine Congou Tea, very cheap the Chest or Package.

J. B. MACDONALD

Ch'town, Jan. 10, 1883—wkly pat, press ne

WEST INDIA WAREHOUSE WINTER 1883 STOCK

- 50 Bbls. GRANULATED SUGAR,
- 50 do. CONFECTIONER'S A SUGAR,
- 25 do. VACUUM PAN do,
- 150 do. YELLOW SUGARS (Assorted),
- 10 Hhds. WEST INDIA SUGAR,
- 2 do. VACUUM PAN do,
- 5 Pans. CHOICE MOLASSES,
- 10 Tierces GOLDEN SYRUP,
- 100 Bbls. PASTRY FLOUR (Hexal),
- 300 do. PATENT PROCESS FLOUR,
- 1000 do. SUP. EXTRA MARITIME ROSE,
- 100 Half-Chests CONGOU TEAS,
- 30 do. INDIA TEA,
- 50 Caddies TOBACCO,
- AT LOWEST WHOLESALE PRICES. HORACE HASZARD

- 100 Quintals LARGE CODFISH,
- 50 do. No. 2 do,
- 100 do. No. 1 HAKE,
- 20 do. No. 1 HADDOCK,
- 50 Bbls. No. 1 HERRING,
- 50 do. No. 2 do,
- 25 Half-Barrels No. 2 HERRING,
- 10 Cases PRESERVED SALMON,
- FOR SALE BY HORACE HASZARD

- TIN PLATES INGOT TIN, etc.,
- 750 Cases TIN PLATES, 14 x 20,
- 250 do. do. 10 x 14,
- 80 Ingots REFINED TIN,
- 50 Pigs SOFT LEAD,
- 5 Bars SQUARE COPPER, 1 1/2 and 1 1/4 in.,
- 1000 Cases TALL (1 lb.) CANS,
- FOR SALE BY HORACE HASZARD

- 2 Tons WHEAT SHORTS,
- 2 do. do. BRAN,
- 1 do. CHOPPED FEED,
- FOR SALE BY HORACE HASZARD

WHITE COTTONS, GREY COTTONS, PRINT COTTONS, PLAIN WINCEYS, GREY BLANKETS, WOOL UNDERCLOTHING, AT LOWEST WHOLESALE PRICES.

HORACE HASZARD Lower Water Street

Charlottetown, Jan. 4, 1883.—1m

TO LET, The Business Premises Known as

83 Queen Street

Lately in the Occupation of R. W. Tremaine.

The Stock on hand is now selling at COST and GHA will be cleared off at AUCTION about the middle of Jan of which due notice will be given.

JAS. DESBRISAY Charlottetown, Dec. 29, 1882.—4t