Dominion Government from which they cannot escape. They will have to give us "steam service." They will have to give us "continuous communication." The section reads as follows :—

"Efficient Steam Service for the conveyance of mails and passengers to be established and maintained between the Island and the mainland of the Dominion, Winter and Summer, thus placing the Island in continuous communication with the Intercolonial Railway and the Railway system of the Dominion."

The reasonable interpretation of this clause is not only for the conveyance of mails and passengers, but is intended to embrace and include efficient service for the conveyance of all kinds of produce and merchandize, and that such service shall be, and was intended to be, as thoroughly efficient, regular, and reliable as the Railways with which we are guaranteed a continuous communication; and to place its efficiency beyond question or doubt, it is expressly stipulated that Her Majesty's mails shall be conveyed by this steam service. Summer and winter the same

CONTINUOUS COMMUNICATION

must be kept up. The frosts of winter, the ice-fields in our rivers, and in the Straits of Northumberland, are not to be any excuse for the non fulfilment of this contract. We are to have not only efficient steam service, but it is to be "continuous" and it is to put us in communication with the Intercolonial Railway, and the Railway system of the Dominion." The section properly means that we are to have such facilities that our travel and trade with the neighboring provinces shall be just as uninterrupted as the intercourse now existing between the neighboring Provinces themselves. It is noted as

A VERY SIGNIFICANT FEATURE

in our terms of Union, that there is not one word as to how this continuous communication was to be effected. Not a word about navigating the Straits. Not a word about a winter steamer. Not the remotest allusion to any possibility of failure in fulfilling the terms of Union. Failure on this point, simply means the failure of Confederation, as far as this Province is concerned. Upon the proper fulfilment of this part of the terms depends our every hope for the future. It may be said, and we will probably be told, that we are unreasonable in regard to this matter; that the Dominion Government are acting in good faith with us, on this question. The steamer *Northern Light* has been built expressly for this service, as an experiment, and a longer time is required to test the practicability of navigating the Straits during the winter months. This is in substance, what the Dominion Government said to British Columbia. "The time is too short, the surveys for the Pacific Railroad are not yet completed," &c., &c. Notwithstanding this, British Columbia held fast to the terms of Union, and as a reward for their perseverance, they are not only securing all that was guaranteed to them by the terms of Union, but are also to have ample compensation for every hour's delay. British Columbia without waiting even one year, demanded justice at the hand of the Dominion Government in regard to their terms of Union, while we as a Province, have patiently waited eight years, without even demanding our just right. Patience on this subject, has long since

CEASED TO BE A VIRTUE.

When we entered the Union we gave up, to a large extent, the privileges of self-government. We consented to place in other hands the power to impose heavy excise and customs duties upon our manufactures and imports of foreign goods; and are we not justly entitled to the conditions upon which we gave up these privileges? On and after the very day on which we entered the Union, the Dominion Government exercised all the rights and enjoyed all the advantages granted by this Province under the terms of Union; and have we not an equal right to have and enjoy all the rights and advantages granted to us by the terms of Union also from the very day the Union took place? What right, I ask, has the Dominion Government to try any experiment at our expense, much less an experiment extending already over a period of eight years, and even now with as little prospect of success as there was on the day we entered Confederation? In reference to our present system of winter communication by the *Northern Light*, it must be apparent to every one that it is a

COMPLETE AND PERFECT FAILURE.

In no respect have the terms of Union been carried out by the service of the *Northern Light*. In no winter has she been continuously employed in carrying mails and passengers for any length of time after winter set in. In my opinion it would have been much better for the trade of this Island, if we had never seen the *Northern Light* placed in the service for which she is so totally unfit. She is only a snare and a delusion. Even this winter, thousands of dollars worth of merchandize have been stored for months at Pictou Landing, which would never have been there had the owners not been depending on the services of the *Northern Light*, while at the same time large quantities of freight, waiting to be exported from this Province, are now locked out from the markets of the world from the same cause. When these goods reach their destination, on the opening of navigation, they will be seriously depreciated in value, partly through the perishable nature of the goods, and partly and very seriously from being altogether unseasonable when they do arrive. But this is not the worst feature of this experimenting. If it were only a loss sustained on imports and exports, we would have just cause of complaint. But there is a more serious aspect to this question.

THE LIVES OF OUR PEOPLE ARE IN DANGER.

What did we witness during the present winter? Not only a lot of valuable merchandise, but a large number of passengers were detained, icebound, in the middle of the straits, in this celebrated winter steamer, for many days—some of whom, including helpless women, fearing a worse fate if they remained longer on board, ventured their lives by leaving the steamer in the middle of the Straits, and making for the shore on foot, and for twenty four hours endured great fatigue and suffering, with scarcely any food, and this in mid-winter, on floating pans of ice. I regret to say that one of this unfortunate company received such serious injuries by having his feet so severely frozen that amputation had to be resorted to; and he is still unfit to be removed from the farmer's residence where he was first cared for after making the shore. If he ever does so far recover as to be able to leave his present abode, he will go forth a cripple to the end of his days—a living monument of the inefficiency of this experimental steam service. I am sorry to

ADD TO THIS PAINFUL FACT

that I have been informed that the authorities have not only refused to acknowledge in any way the kindness and hospitality of the farmer referred to, but also repudiate the unfortunate man's claims for compensation for the serious injuries he has sustained. Is this the way we are to be treated? Is this the continuous communication such as we are to have under our bargain with the Dominion Government? Is it not time that every man who has a voice to raise should raise it against this failure of the Dominion Government to carry out the terms which, of their own free will, they made with this Island. It is very difficult at the present time to

REALIZE THE LOSS

we have already sustained, and that we are likely to suffer before this contract is completed on the part of the Dominion Government. We are now living under a fiscal policy inaugurated by the Government of the Dominion, whereby home industries are encouraged and manufactories are protected. This is a policy which, under the existing trade relations of this Dominion with the neighboring Republic, is best suited to this new country. Under this protective system new industries are being started and manufactories that have been closed are again in operation with every prospect of success, while this Province, owing to our continued isolation, is completely debarred from competing in these enterprises for want of that "efficient steam service and continuous communication" which was solemnly guaranteed to us when we entered the Union. And even if the terms could be satisfactorily and completely carried out in every particular from this day forward, we would not even then be placed on an equal footing with our neighbors who have so long enjoyed the benefits of this Protective policy. Their industries are rapidly becoming firmly established, trade secured, and experience gained, while our people will not only have these difficulties to overcome, but must also compete with these older establishments whose success is also made safe and certain. From this standpoint the compensation due us for delay will be no small amount. Mr. Speaker, there is one other point I must refer to before resuming my seat. It is the

DANGER OF COMPROMISING OUR CLAIM

for an insufficient equivalent. We need fear nothing from the sneers of jealousy or the envy of unpatriotic politicians in our midst. But we must be careful not to be carried away by any pressure from those who have no faith in the possibility of us getting our just claims—who may urge us to accept, instead, a money compensation. Such a proposition, in my opinion, should be the very last thing to be thought of, and should never be listened to until it has been clearly demonstrated that the conditions of Union are absolutely impossible of fulfilment. Then, and not until then, shall we even be justified in discussing the question of an equivalent. I feel assured, Mr. Speaker, that if we are but

TRUE TO THE BEST INTERESTS

of this Province, we cannot fail in obtaining our just and legal rights so far as this highly important matter is concerned. This is a question in which we are all deeply concerned. On its settlement in a satisfactory manner largely depends the future of this Island. If we are going to rest satisfied with the present arrangements, we shall be little better than hewers of wood and drawers of water for the rest of Canada for all time to come. Then let us make an united effort to obtain our rights. I appeal to this House, I appeal to the Opposition, I appeal to the Press of every shade of politics, as well as to the whole electorate of the Island, for an united effort on this question, to eliminate party feeling in regard to the National Policy, and every other subject about which we differ as men, and to unite as one man to demand an immediate fulfilment of the terms of Union. If we act in this way, if we act as becomes the representatives of a neglected people our success is certain. All we ask is our legal rights—so long withheld. Eight years of patient waiting is more than sufficient. The time for action has arrived. If our course is just, and that it is so I am sure no one will deny,

WE HAVE THE BEST GUARANTEE

any people can have that our efforts will be crowned with success when we take into consideration all the parties to this contract. This Province was not admitted into Confederation simply by passing an address to the Queen through both branches of the Legislature of this Province. Neither was it effected by the joint address of the House of Commons and Senate of Canada—although both addresses were necessary, in accordance with the "British North America Act, 1867,"—but it was necessary for Her Majesty the Queen and Her Privy Council after well considering the terms and conditions agreed upon, between the Dominion and this Province, to order that the Union should take place in the following words :—

And whereas, Her Majesty has thought fit to approve of the said terms and conditions, it is hereby ordered and declared by Her Majesty, by and with the advice of Her Privy Council, in pursuance and exercise of the powers vested in Her Majesty by the said Act of Parliament, that from and after the first day of July, one thousand eight hundred and seventy three, the said colony of Prince Edward Island shall be admitted into, and become part of the Dominion of Canada, upon the terms and conditions set forth in the hereinbefore recited addresses.

Here we have the pledged faith of Her Majesty the Queen, who was present at that Council meeting in person, as well as that of the British Empire, as represented by Her Privy Council, that the terms and conditions must be carried out.

This is the rock, after all, upon which we can safely rely. If every other effort fails, we still have a friend in the highest court in the world, who never yet turned a deaf ear to the demands of justice. She has in the past spent millions in defence of the rights of her subjects, and millions more in the maintenance of her own unblemished honor; and can we doubt her willingness (after assuming the responsibility of uniting us to the Dominion of Canada) to fulfil her sacred obligations to this Province by securing the absolute fulfilment of the terms and conditions of Union to the very letter?

The Weekly Examiner.

AND ISLAND ARGUS.

APRIL 22, 1881.

"BEACONSFIELD."

As appears by our telegraphic columns to-day, this great statesman has passed from this earth, after a short but painful illness. Our readers are doubtless familiar with the history of the life, private as well as political of this wonderful man. Belonging originally to a family of successful Jewish traders, he was placed by his father himself a literary man, at an early age in an Attorney's Office, where he wrote pamphlets and novels, dressed in an outrageously extravagant fashion, at once a coxcomb, and an author. Before the age of twenty-six, he had produced his two celebrated novels "Vivian Grey" and "Corrinne Fleming," at twenty-seven, he made his first attempt at practical politics, to suffer but defeat after defeat. At the age of 32, he was elected member of Parliament for Maidstone, Kent, and it was after his return as such that he suffered, what, to any other, than one of his amazing audacity, would have been a thorough and complete annihilation. His maiden speech delivered on 7th December, 1837, was contemptuously hooted down, but he told them though he sat down then, the time would come when they would hear him. His words came true, and in ten years time he was member for a County, and Chancellor of the Exchequer; in 1868, Prime Minister, and again in 1874. He had married in 1839 a lady, afterwards created Viscountess Beaconsfield, with whom he lived for over thirty years until her death. In 1876 he himself assumed the title of Earl of Beaconsfield, a fact which was then regarded as an omen of his speedy retirement from the leadership of his party, as his promotion to the peerage necessitated the transference of his presence to the House of Lords, from the Representative Chamber where, as "Disraeli," he had been so admired and feared.

"Agile and contemptuous, yet wearing the air of the most stolid and prejudiced of the race he ruled—conscious of power and daring in its exercise, cynical and mocking to those who never rise above the level of earnestness or reach to the level of a joke, he laughed at their earnestness, used their credulity, played with their weakness until he produced Benjamin Disraeli, Earl of Beaconsfield. As a speaker, no man made a greater effect. With apparent hesitation and simulated indecision, he used words biting and virulent. His conduct has been condemned, his principles doubted, his capacity denied, and his statesmanship derided—but if, in his youth, he provoked wonder and contempt, in his riper age he never failed to excite amazement and inspire fear, where he failed to extort respect."

His party suffered overwhelming defeat in the elections of 1880, but even at his advanced age, many anticipated his again taking charge of public affairs. His latest literary production, "Endymion," appeared last autumn, but the criticisms which it received were generally unfavorable, and now people will look forward to the history of his life, in preparation for which he had been in communication with his private secretary, Lord Rowton.

The Codfisheries.

ONE object we have in these short articles on the Fisheries, is to provoke attention and discussion on the part of our fishermen, and indeed of capitalists

A writer in the *Pioneer* signing himself "Fisherman," seems to think that we have confounded codfish seining with the gill-net system. Both systems are pursued by American Fishermen. We have already mentioned the experiments with both systems, under the auspices of the United States Fishery Commission. The seining is adapted to vessels in deep sea fishing, or onthe different Banks, while the gill net is adapted to boat or shore fishing. Of course the gill-net fishing is the cheapest, and within the means of almost any shore fisherman, and we hope that some, at least, of our fishermen, who prosecute the cod and hake business, and have stations from Murray Harbor to West Cape, will be enterprising enough to try the gill net system during the coming fishing season. Nets and the necessary information may be obtained through their correspondents in Boston.

Experiments in the United States demonstrate the fact that the gill-net system of catching codfish is much superior to that of trawling or haul-line fishing. The catch of the nets seems to be much surer and larger, and besides the trouble and expense of bait is done away with. None know better than fishermen what this saving on bait means. We have known fishermen spend many sleepless nights seeking for bait for the morrow's fishing; and we have also known fishermen in the Bay of Fundy unable to fish for days and even weeks for want of suitable bait.

Before closing this part of our subject we may say that the *Pioneer's* "Fisherman" says that the gill-net has long been used in Newfoundland for taking codfish; and he advocates the use of eight inch mesh nets instead of ten inch.

And now another phase of the cod-fishing question presents itself. Our once large shipbuilding industry is a thing of the past. This partly arises from want of material for large vessels, but the limited use and demand for wooden ships is the greater cause. Vessels suitable for fishing purposes, however, may be turned out of all the old ship yards in any numbers; and codfishing is an industry which keeps on the even tenor of its way, and has no violent ups and downs. Codfish is an article always in demand. The whole civilized—and even barbarous—world consumes them An eminent British authority, P. L. Simmonds, in his work entitled "The Commercial products of the Sea," says, after giving the fishery statistics of the world, and the British North American Colonies in particular: "Newfoundland may be said to have a monopoly of the cod fishery, and the market is every day increasing. All tropical people like codfish and must have it, and therefore, if the colonists could obtain 5,000,000 tons, they could not supply the demand in future ages."

There is not so much chance work about codfishing as too often accompanies mackerel, herring, and other fisheries. The codfish catch or output is about, one season with the other, in a ratio with the number of men and vessels engaged in the industry, and the energy and discretion displayed in the work.

That codfishing is a profitable occupation, we think can be easily demonstrated. Our "American cousins," must find it to be so, or they would not annually increase their codfishing fleet. Prince Edward Island unfortunately cannot well increase its codfishing fleet, as it has first to commence one This should be done without much delay.

It is possible that capital may, at first, feel shy of codfishing enterprise. Our opinion is that any practicable plan would be a co-operative one. The ownership of vessels might be, as they are in many parts of the United States, and at Yarmouth, Nova Scotia, divided into quarters, eighths, sixteenths, thirty-seconds, or sixty-fourths. The master carpenters, the masters, and mates should be interested in the ownership of the vessels they build and sail, and the hands even might be induced to save and invest in the ownership. The outfitters and merchants generally, should also invest. No one need do so largely; so that if the "eggs" in one basket get smashed, the loss to each of the owners would be in a measure a light matter. We, of course, only state a truism, when we say that any vessel built, and fitted, and sailed, means employment and business, not alone confined to those immediately concerned.

Legislative Echoes.

ONE of the most important of the many subjects discussed during the recent session of the Legislature, was that of the failure of the Government of the Dominion to perform its contract to give this Province continuous communication with the mainland. To Hon. Mr. Prowse, more than to any other member is due the credit of bringing it forward. The conclusion of his vigorous and able speech will be found in another column. We confidently ask the authorities at Ottawa, and the people of Canada to give special attention to this matter, for in it their honor is deeply concerned.

Changes and Troubles at Washington.

A REPORT is published to the effect that there will be changes of all the Bureau officers of the Navy Department; and it is generally believed. The changes only signify the substitution of one naval officer for another. In those departments where the appointment of one man to the charge of a bureau means the retirement of another into civil life, it is also believed that the changes will be general. Besides the other alleged troubles of the administration—many of which are in the imagination of the people—it is now said that great influence is being brought to bear for the removal of all "Grant men" from office in the South. Beyond a few cases, in which other causes than this are alleged, there is no reason to believe anything of this kind is urged. Nor is there the slightest probability that the President, while affairs within the party remain as now, would commence such a raid, no matter what pressure might be brought to bear upon him.

Winter River.

A special meeting of the City Council was held on Wednesday to consider what action should be taken on account of the announced intention of the St. Peter's Starch Co. to build their factory upon Winter River, one of the sources of supply mentioned for our proposed City Water Works. As, in the event of this latter project ever being carried to successful completion, with Winter River as the fountain head, it would be necessary for the city to pay damages to the Company for their removal from the site (which would evidently be necessary in the interest of good water supply), the Council met for the purpose of warning the Company in time that they would not hold themselves liable for diamages in case the interests of the two corporations should hereafter be brought in collision. An engineer was, however, examined, who proved satisfactorily that from the site which the factory intends to occupy, no refuse or waste would be conveyed to the Charlottetown water stream.

Winter River, however, being one of those streams specially reserved by the Dominion Government for the propogation and culture of the Salmon Fishery, notice was taken that the Starch Company had obtained permission to use it for manufacturing purposes, and that refuse from the Factory would exterminate the fish; and as it was generally supposed that such permission had been given inadvertently, the attention of the proper Department will be called to the mistake in order that it may be rectified before it is too late.

Who is Accountable?

THE *Patriot* has a great deal to say about the responsibility of the Local Ministry for the Act of the Lieutenant Governor in reserving the Factories Bill for the signification of the pleasure of the Governor General thereon Perhaps our contemporary will kindly answer the following queries :

1st. When the Branch Railways Bill of 1872 was reserved by Governor Robinson on account of the reinvesting clauses which it contained, did Messrs. Haythorne, Palmer, Laird and the other ministers advise the act, and did the *Patriot* at that time hold them responsible for it?

2nd. When the Land Purchase Acts of 1874 and 1875 and the Ancillary Bill of 1876 were reserved by Governor Hodgson did the *Patriot*, though then in Opposition, hold the Owen Administration responsible or accuse them of breaking faith with the tenants on account of the Governor's actions?

3rd. Was the Orange Incorporation Act of 1878 reserved on the advice of Mr. L. H. Davies, and if so, is the *Patriot* willing Mr. Davies should be held responsible for the defeat of that Bill consequent on its being so reserved?

The Exodus.—The Other Side.

In the time of the late government, there was one prominent member who had the faculty of displaying both sides of the shield when it served his purpose. To the people of Canada the dark side was continually shown, while, to the people of Great Britain, the silver lining was convenient whenever the ex-Finance Minister appeared on a begging mission. It is the policy of the Grits for ever, to harp upon the *exodus*—the natural consequence of the National Policy as they say,—and the glorious prospect of better times upon the return of the fly-on-the wheel policy advocates. It has lately been conclusively proved, by returns laid before Parliament, that the exodus to the United States, as given by the Grit leaders and journals, is entirely overrated, if it exists at all, and the figures stated altogether unworthy of credit.

But, admitting that there is an emigration from the Dominion to the Republic, and that young men and women, the bone and sinew of our country, are daily leaving us to better themselves, there is every reason to believe, that, while some have done well, many have been sadly deceived, and would be glad to return, could they get money enough to enable them to do so.

As a proof of what we state, we have been privileged to read a letter to a gentleman in this city, written by a former employe of our Island Railway, who recently left for New Mexico, and whose departure was blazoned forth by the Grit press with glowing allusions to his brilliant prospects and increased salary. From this letter we have been permitted to make the following extracts :—"I have found out my mistake when too late. The salary paid here on this road is only $40 per month, and I need not say that the cost of living is about twice as high as on the Island. I shall only remain here for a few days, when I will strike for Colorado. If I could get enough money there to take me back, and was sure of a position on the Island Road again, even to the meanest station on the line, I would come on. I am going to do my level best to get home, and if I once get a place again, I remain there sure, and let those listen to the reports of the 'Far West' who will."

There are, at present, two applications from persons, now engaged on Denver and New Mexico Lines, for re-employment on this road. Comment upon the above is needless!

Tea.

THERE appears to be an enormous increase in the consumption of tea on this Island. In the year 1872 (the last year before Confederation) there were entered at the Custom House, for home consumption, 356,000 lbs., which paid $23,959.00 duty. Last year (1880) there was entered, for home consumption on the Island, 470,000 lbs., paying $21,171 00 duty.

If it be true, as asserted by some, that a large quantity is bought in the Dominion duty paid, the above does not represent anything like the total amount of tea we drink. But assuming that the 470,000 lbs. was all we used it is more than double the quantity per head used by any other Province in the Dominion.

The total quantity entered for consumption in the whole Dominion, in 1880, was 4,616,511 lbs., or say 1¼ lbs. per head of the population. But the people of Prince Edward Island manage to swallow the decoction from 4¾ lbs. per head.

Can any reason be given why we are such an extraordinary race of tea drinkers?

It is worthy of note that the duty on this important and generally consumed article is so much less under the National Policy than it was before Confederation, that we pay less on the 470,000 lbs, we now use than on the 356,000 pounds we used then

The Meeting at Souris East.

The public meeting at Souris was largely attended, and we are pleased to note that the straightforward course pursued by Mr. Bolger has been emphatically and unanimously sustained. Whatever else may be said of him, it cannot be said—as it may of some other members of the Legislative Council—that he has been false to his pre-election pledges and has disappointed his constituents or betrayed their interests.

Father McGillivray's Lecture.

Monday evening Rev. Father McGillivray delivered a lecture on the Physical Aspect of Intemperance, under the auspices of the St. Vincent de Paul Society. The Market Hall was crowded. Among those who were fortunate enough to secure seats, we were pleased to observe several clergymen of the city, and the Rev. Mr. Frame, of Mount Stewart. Prof. Caven occupied the chair, and in a few choice words introduced the lecturer. Father McGillivray who, on rising, was greeted with enthusiastic cheers, said he had thought it well for various reasons to commit his lecture to manuscript, and he had no hesitation in saying that the authorities from whom he would quote were of the highest standing in their profession, on both sides of the Atlantic. The rev. lecturer then explained the origin and nature of Alcohol, and its effects upon the physical, nervous, mental and moral faculties, showing the alarming per centage from the slaves of rum, among criminals, lunatics and paupers. The loss of human life by the rum fiend can hardly be estimated. Even on the Island, from Souris to Summerside we hear the cries of the poor victims of rum crying to every Christian man and woman to stop the fearful tide. In closing he paid a warm tribute to all active temperance laborers, who he said would be not only blessed on earth, but honored by God. As we hope to see the Lecture published we have not attempted to give even an outline of it. The lecture was one of the most practical, convincing and satisfactory, we have ever been permitted to hear.

The Rev. Lecturer resumed his seat amid deafening applause, when the Rev. Dr. Murray in a few well chosen words, moved that a cordial vote of thanks be tendered to the Lecturer, with a request that he would allow the Lecture to be published. This was seconded by Hon D. Ferguson, in a brief but happy address, and unanimously carried. In responding Father McGillivray, said the very large and appreciative audience which he saw before him was to him thanks enough, but he would thank them for their kind vote, so cheerfully tendered. He was pleased to hear his friend Dr. Murray. He once went out on a temperance campaign with that rev. gentleman, and they had promised to face every obstacle in the way, even old Satan himself, should he present himself. To this the Dr. consented provided that in the event of meeting the devil, he requested that Father McGillivray should go ahead and he would follow. A collection was taken up and the very handsome sum of $30 was realized.

From Charlottetown to Colorado.

SCENES AND INCIDENTS BY THE WAY.

An Interesting Sketch by a well known hand.

THE PARTY—AND THE START.

As you are aware, I left Charlottetown on Tuesday, the 22nd of March, bound for the "land of silver." I was accompanied by Mr. John McLeod, Frank Findley, Benj. Keeping—who aimed only for Boston—and my son, Willie. Leaving your city at 3 o'clock, we were not long in reaching the County Line Here Mr. John W. Hughes had his teams in readiness, and we were soon on the road to Cape Traverse.

AN ASTRONOMICAL TEAMSTER.

Although the snows were melting very fast, and in some parts of the Island the roads were almost impassable, yet ours was by no means a bad one. I would state just here that Mr. Hughes deserves great credit for providing the travelling public with this efficient and comfortable means of transit. His route appears to me to be the most direct one to the Capes, and the one over which I hope soon to see the "iron horse" throwing the "real estate" behind its wheels to connect with the branch between Amherst and Cape Tormentine, by means of an efficient winter boat. John W. makes a very cautious driver, and a very pleasant one, too, as he talks incessantly. Although he dwelt at some length on the politics of both the Dominion and the Island, yet on the evening in question, he kept soaring into the "blue, ethereal sky," and his thoughts appeared to be engrossed on the wonderful mechanism of the heavens. On that evening the planet Venus shone forth with unusual splendor, and our contemplative friend scarcely ever ceased to enlarge on its wonderful size, great brilliancy, and unusual beauty. He gazed at it so long and so steadily that it appeared to grow larger as we advanced, and just before it hid itself in the western horizon, our astronomical teamster could scarcely decide as to whether it was a large star or a half grown moon. Mr. Hughes is a good fellow, however, and we were sorry to have to part with him at the Capes. We hope to see him again, not as a "lesser light," but as a "bright particular star" in the great world of commerce.

CROSSING AT THE CAPES — TOM ALLEN'S WELCOME.

Early on Wednesday morning we made a start for the gulf. Here we were joined by Robert Lamont, John Cole, and Alexander McLeod, also bound for Colorado. We effected a crossing in three hours, and had a right jolly time of it. The boys seemed to regard it as "great fun," and I must say that they all exhibited that kind of muscle and endurance which is so necessary in scaling the mountains of Colorado. The first gentleman to greet me with a welcome on the board ice at Cape Tormentine, was my old and distinguished friend—Tom Allen—I had not seen him for several years and our greeting was a very warm one. "Well" said Tom, "you look quite natural yet old boy; yes, yes, only there is a good deal more of the Injun in your looks than there used so be; yes, yes, it is a fact Mr. Fletcher." After partaking of a good "square meal" with our host, we began an eventful sleigh ride of thirty six miles to Amherst. We had a good many upsets on the way, and it always happened that our friend, late of the Y. M. C. Association, came in for the capsize. We knew, however, that we should make the trip safely, for as we left the Cape Tormentine hotel, our kind and thoughtful host, gave us a parting blessing, couched in the most vigorous language. Tom is a good fellow, let people say what they like.

HACKMEN AT ST. JOHN.

On Thursday we again got upon the rail, and reached St. John at 9 o'clock at night, just in time to make the connection. I have travelled a good deal in my time. I have met all kinds of sharks. I have faced all kinds of business. I have been bled by all kinds of vermin. I have been beset by all kinds of bummers. I have been bored by all kinds of pests, but the hackmen of St. John out-do all that I ever met with. Really, there ought to be some kind of a law passed to prevent them from devouring travellers and to teach them good manners.

BOSTON AND NEW YORK.

On Friday, noon, we landed in Boston, and spent the day visiting the principal objects of interest in the "hub of the universe." The younger members of our party were greatly pleased with Boston.

On Saturday evening we were off again, taking the Fall River Line of steamers to New York. On Sunday morning we steamed up the beautiful and picturesque harbor of the commercial metropolis of the New World. It is a glorious sight. But that which attracts attention above all others is the great New York and Brooklyn Suspension Bridge. It is an immense structure, and worthy the enterprise of America. For the information of the reader, I present the following facts concerning it :

Construction commenced Jan. 2, 1870
Size of N. Y. Caisson, (or frame used for the foundation of the Bridge), 172 x 102 feet.
Size of Brooklyn Caisson, 168 x 102 feet.
Timber and iron in Caisson, 5,253 cubic yards.
Concrete in well holes, chambers, etc., 5,669 cubic feet
Weight of N. Y. Caisson, about 7,000 tons
Weight of Concrete filling about 8,000 tons.
N. Y, Tower contains 46,945 cubic yards masonry.
Brooklyn Tower contains 38,214 cubic yards masonry.
Length of River span, 1,595 feet 6 inches.
Length of each Land span, 930 feet—1860 feet
Length of Brooklyn approach, 971 feet.
Length of N. Y. approach, 1,562 feet 6 inches.
Total length of Bridge, 5,989 feet.
Width of Bridge, 85 feet.
Number of Cables, 4.
Diameter of each Cable, 15¾ inches.
First wire was run out May 29, 1877.
Cable making really commenced. June 1, 1877.
Length of each single wire in cables, 3,578 feet 6 inches.
Ultimate strength of each cable 12,200 tons.
Weight of wire, 12 feet per pound.
Each cable contains 5,296 parallel (not twisted), galvanized steel, oil coated wires, closely wrapped to a solid cylinder, 15¾ inches in diameter.
Depth of Tower foundation below high water, Brooklyn, 45 feet
Depth of Tower foundation below high water, N. Y, 78 feet.
Size of Towers at high water line, 140 x 59 feet.
Size of Towers at roof course, 136 x 53 feet
Total height of Towers above high water, 278 feet.
Clear height of Bridge in centre of river span above high water, at 90° F., 135.
Height of floor at Towers above high water, 119 feet 3 inches
Grade of Roadway, 3¼ feet in 100 feet.
Height of Towers above roadway, 159 feet.
Size of Anchorages at base, 129 x 119 feet.
Size of Anchorages at top, 117 x 104 feet.
Height of Anchorages 89 feet front, 85 feet rear.
Weight of each Anchor Plate, 23 tons.
Total cost of Bridge, exclusive of land, $9,000,000.
Estimated cost of land, $4,500 000
Bridge will probably be completed in 1881.
Engineer, Col. W. A. Roebling.

Yours, etc,

Denver, Colo. F.

Murder Will Out.

A few years ago "August Flower" was discovered to be a certain cure for Dyspepsia and Liver Complaint, a few thin dyspeptics made known to their friends how easily and quickly they had been cured by its use The great merits of Green's August Flower became heralded through the country by one sufferer to another, until, without advertising, its sale has become immense. Druggists in every town in the United States are selling it. No person suffering with Sour Stomach, Sick Headache, Costiveness, palpitation of the Heart, Indigestion, low spirits, etc., can take three doses without relief. Go to your Druggist and get a bottle for 75 cents and try it. Sample bottles 10 cents.

BRUSHING UP

For Stock Taking

AND

SPRING SUPPLIES

House Furnishing Goods

at this season of the year will be in demand, and the

LONDON HOUSE

OFFERS ONE OF THE LARGEST AND BEST ASSORTMENTS IN THE TRADE.

The Carpet Department

exhibits a good selection in

BRUSSELS,
TAPESTRY,
SCOTCH,
FELT,
HEMP, &c.

A lot of Remnants at Bargains, to clear.

HEARTH RUGS.

AN IMMENSE STOCK OF

PAPER HANGINGS!

SHOWING A

GREAT VARIETY OF PATTERNS.

English and American

Floor Oil-Cloths and Mattings.

Window Hollands,
Damasks,
Cretonnes,
Sheetings,
Counterpanes,
Honey-Comb & Marcella Quilts,
Towels and Towelling,
Pillow Cotton,
Tickings,

and every thing necessary for House Furnishing.

FOR PERSONAL WEAR.

In the LADIES' DEPARTMENT, we have a Fine Assortment of

Dress & Mourning Goods,

CASHMERES,
BALMORAL CRAPES,
PERSIAN CORDS,
PARAMATTAS,
SULTANA CORDS,
FRENCH MERINOS,
PRINCESS TWILLS,
ETC., ETC., ETC.

A NICE STOCK OF

FLOWERS,
FEATHERS,
KID GLOVES,
CORSETS,
ETC., ETC.

IN THE GENTLEMEN'S DEPARTMENT.

CHRISTYS' LONDON HATS.

Canadian and American

FUR AND FELT HATS.

SILK & CLOTH CAPS.

Canadian and American Shirts.

Readymade Clothing.

WORSTED SUITS,
TWEED SUITS,
PANTS & VESTS,
WATERPROOF COATS.

THE CUSTOM

Tailoring Department

is turning out SUITS to order, from a splendid Stock of Cloths, and warranting

A suitable Fit to every Measure

IN THE

GROCERY DEPARTMENT

A CHOICE ASSORTMENT OF

TEAS!

Chests, Half Chests and Boxes.

All Goods Sold at the Lowest Prices

FOR CASH!

Orders by letter or otherwise, filled at the same rates as are charged to Customers who visit the Store.

GEORGE DAVIES & CO.

April 1, 1881.

FRESH SEEDS!

Flower Seeds,
Vegetable Seeds,
Field Seeds,

PURE, FRESH AND RELIABLE.

IN FLOWER SEEDS—Over One Hundred Varieties.

IN VEGETABLE SEEDS—Asparagus, Best, Cabbage, Carrot, Cauliflower, Celery, Cress, Cucumber, Lettuce, Mangold, Onion, Parsnip, Peas, Radish, Tomato, &c., &c.

IN FIELD SEEDS—Island Clover and Timothy.

CANADIAN CLOVER—Early and Large Late, Turnip Seed, Carter's Imperial, and other varieties.

"Lost Nation" Wheat.

CATALOGUE FREE TO ALL.

GEORGE CARTER,
Upper Great George Street.

April 20—dy 1m 2aw wky

SEEDS!

JUST RE EIVED AT

RANKIN'S DRUGST ORE,

ALL KINDS OF

Garden Seeds.

ALSO—THE LARGEST VARIETY OF

Choice Flower Seeds

IN THE CITY.

Orders from the country will receive prompt attention.

April 19—3w eod wky.

SEEDS! SEEDS! SEEDS! SEEDS! SEEDS! SEEDS!

JUST RECEIVED by "Northern Light," 2 Cases PURE, FRESH and RELIABLE GARDEN and FLOWER SEEDS, of New and Exhibition Varieties, grown on the Seed Farm of D. M. FERRY & Co., Detroit.

Daily Expected—My usual supply of GARDEN and AGRICULTURAL SEEDS, from the celebrated house of JAMES CARTER, DUNNETT & BEALE, High Holborn, London.

And later from WM. EVANS, Montreal, TURNIP, MANGOLD WURZEL, and CARROT SEEDS, for Field Culture and Stock Feeding.

—ALSO—

Nova Scotia Grown INDIAN CORN.

WM. R. WATSON,
City Drug Store, Victoria Building.

April 13, '81—6i 2aw wkly 1i.

MORTGAGE SALE.

To be sold by Public Auction, on MONDAY the Twenty-third day of May next, 1881, at the Court House in Charlottetown, in Queen's County, in Prince Edward Island, at the hour of Twelve o'clock noon, under and by virtue of a power of sale contained in an Indenture of Mortgage, bearing date the Eighth day of January, A.D. 1880, and made between James J. McNally, of Donagh Settlement, Lot or Township Number Thirty-six, in Queen's County, in the said Island, Farmer, and Catherine Jane McNally, his wife, of the one part, and James Murnaghan, of Glenfinnan, Lot Number Thirty-six in the said County and Island, Farmer, of the other part:

ALL that tract, piece or parcel of Land situate, lying and being on Lot or Township Number Thirty six, in Queen's County, in the said Island, bounded and described as follows, that is to say:—Commencing on the east side of the Tormentum Road, at the north-west angle of a farm now in possession of the heirs of the late Ryan Crechan; thence east for the distance of thirty-four chains and fifty links; thence north fourteen chains and twenty-six links, or to a Farm in the possession of John Murnaghan; thence west to the road, thence along the road to the place of commencement, containing Fifty Acres of Land, a little more or less, together with all houses, buildings, rights, members and appurtenances to the same belonging.

For further particulars apply at the office of SULLIVAN & MORSON, Solicitors, Charlottetown.

Dated this twenty-first day of April, A. D. 1881.

JAMES MURNAGHAN,
April 21—4i wky. Mortgagee.

IMPORTANT

TO FARMERS!

THE UNDERSIGNED desires to inform the Farmers of P. E. Island that he has rented a portion of SCOTT'S CARRIAGE WAREHOUSE, on Kent Street, where he is prepared to exhibit and sell a number of first-class

Agricultural Implements

AND MACHINERY,

consisting in part of

THE ST. GEORGE CULTIVATOR,
BELL'S ST. GEORGE PLOUGHS,
BRANTFORD MOWER & REAPER,
KIRBY MOWER & REAPER, &c

all of which will be sold at LOW PRICES and on reasonable terms.

Farmers in want of THE BEST CULTIVATOR should call and examine the "ST. GEORGE" before purchasing. It is decidedly the best cultivator made in the Dominion. From the construction of the wheels and axle it is lighter in draft than any other. It has wrought iron axle, wooden hubs with bored pipe boxes, wrought-iron steel-laid teeth, and is self-adjusting.

Over three hundred (300) of these implements are now in use on this Island.

Satisfaction guaranteed in all cases.

DONALD MACKENZIE.

Ch'town, April 15 1881.—1i

CLIMAX

$6.50

BREECH-LOADING SHOT GUN

ZULU, $5.50

We guarantee the barrels to be of *Dearborn-izen Steel*. These guns are made from army rifles, re-bored and stock remodeled. TO ENSURE POSITIVE SAFETY every gun is fired with a double charge by our own employees. Of the hundreds tested not one has failed. All these guns in future will bear the brand "TESTED."

Send 6 cts. for our 96-page Illustrated Catalogue of Firearms, Watches, Plated-ware, Jewellery, &c.

CHARLES STARK,
April 8, 1881. 52 Church Street, Toronto.

TO LET—A HOUSE containing 16 rooms and shop, on corner Queen and Kent streets. Rent low. Possession immediate. Apply to MRS. TERLIZZICK, Bayfield street. [ma 7 2w eod wkly