

PROVINCIAL LEGISLATURE.

Communication with the Mainland

HON. MR. PROWSE'S SPEECH.

HON. MR. PROWSE said: Before you put the motion, Mr. Speaker, I wish to make a few observations. It appears to me that there is not, at the present time, a more important question occupying the attention of the public mind than this. Strange to say, though nearly nine years have passed away since the Dominion Government became bound to afford to this Island continuous and efficient steam communication with the mainland, and have failed to do so, a demand on the part of this Province for the fulfilment of the bargain was neglected until the last session of this Legislature; and it was not until within the past twelve months that the question was brought prominently before the people.

But, late as it is, it is very pleasing to see that the question has now at last taken a deep hold upon the public mind, and that the interest in it seems every day to be increasing. I observe that many persons in the City of Charlottetown maintain that we should represent to the Dominion Government the way and manner in which they should carry out their bargain. They are afraid that the interests of Charlottetown may be sacrificed if the Terms of Union are pressed in a way not calculated to bring trade and traffic to it; and they say that the communication bargained for should be by steam navigation alone. Others again, with more simplicity than judgment, suppose that King's County will be satisfied with a steamer to run late in the fall and early in the spring. So there are a number of people advocating these two routes, and all agitating for branch railways to the Capes with steam launches—whatever they may mean—I have repeatedly asked for information on that point without result—and for an additional steamer. Now, sir, I think we shall make a very great mistake if we indicate what route shall be taken by the Dominion Government.

We never desired very particularly to go into this Union. But inducements were held out to us. We were promised a great deal if we would enter the Confederation. And this was one of the first—as it is one of the most important—advantages which were offered. In the first propositions that came down there were embodied clauses with reference to steam communication. In the Journals of this House for 1870, I find despatches embodying Terms of Union, and in those terms the following clause:

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 terms were, at that time, rejected by the people of this Province; but in the terms which were afterwards accepted, the stipulation with reference to continuous and efficient communication with the Mainland was set down in exactly the same words. But there is no provision, whatever, as to how it is to be carried out. Now, the people of this Island never dreamed that it would be possible to navigate the Straits in mid-winter. No one concerned in making the terms could have contemplated doing so. Yet we find that both Liberals and Conservatives proposed and embodied in the Terms of Union the stipulation by which the Dominion Government was bound to afford efficient steam communication between the Island and the Mainland; and they never said it should be afforded by navigation. They were determined that we should have the advantage bargained for; and if it could not be accomplished in one way then it should be accomplished in another.

It is now high time that the bargain was fulfilled. Since we entered the Dominion, changes have taken place which make the necessity for continuous and efficient steam communication all the greater. The trade policy of the Dominion was very different at that time from what it is to-day. Then the renewal of the Reciprocity Treaty was anticipated, and the tariff of duties imposed was one of 15 per cent; and even then the advantage of efficient steam communication was deemed of the highest importance. But since then the fiscal policy of the country has undergone a complete change. Instead of having Reciprocity we have the National Policy and a tariff of duties under which Provinces are constrained to trade with one another. How much greater, therefore, is our present need of efficient and continuous steam communication with the rest of Canada than it was when we entered the Union, and when these terms were made? Some say we are demanding the pound of flesh; but, sir, it is very evident that if we are ever to receive the advantage to which we are entitled, it will be by demanding it from the Dominion Government. How did they treat this Province with reference to the share of the Fishery Award which, I believe, rightfully belongs to us? Because the Island entered the Dominion on the very day that the Treaty of Washington went into operation, they decided that the Island was not entitled to share of the award. The inference to be drawn from this is, that if the Treaty had been in operation one day before we entered the Union we should have recovered the money; and the denial of our claim on that ground shows that we must look sharply after our rights or they will be overlooked. It is of the greatest importance to this Island that we should receive the advantages of continuous and efficient steam communication which are guaranteed to us under the Terms of Union. I do not object to the National Policy. I believe it is a policy which is calculated to build up this Dominion. The financial exhibits which will be made this year by the Local Government is, I believe, satisfactory, even to the gentlemen of Her Majesty's Opposition; and the prosperity which we have enjoyed has been enjoyed to a great degree in the neighboring Provinces. I think the exhibit made by the Dominion Government is very gratifying indeed, showing, as it does, that the country at large, and especially the Upper Provinces, is prospering under the National Policy. But if protective duties are a greater advantage to the Upper Provinces than to us, we are rightfully entitled to compensation in some other way. With equal advantages our Province could compete in manufactures with any of the other Provinces. We have a soil as fertile as any; and we have coal

and iron at our doors. The raw materials for manufacturing, and the supplies necessary for the maintenance of operatives, may be had as cheaply here as they can in any other part of Canada. Why should we not have manufactures here, as well as elsewhere? Simply because, for a large part of the year, we are prevented from communicating freely with the outside world. Men are prevented from coming here and investing money in manufactures, as they are doing in other parts of Canada, by the ice barrier. Any man would be a fool to come here and invest a large amount of capital so long as we do not possess efficient and continuous inter-communication with the other Provinces of the mainland. But if we enjoyed that advantage, to which we are justly entitled, there is no reason why this Province should not have large manufacturing as well as any other Province in the Dominion. It may be said that the "Northern Light" has done well. But we want something more than the "Northern Light." We want continuous communication not only for mails and passengers, but for freight also. I take it that the former includes the latter. The facilities required in the safe and efficient carriage of mails and passengers, will necessarily comprise facilities for the carriage of freight, just as the splendid steamers used in the conveyance of mails and passengers across the ocean have room for freight as well.

Now, Sir, it is my candid opinion that the carrying out of the Terms of Union to the letter can never be accomplished by navigation. Nor do I think that the gentlemen who made these terms suppose that they could be fulfilled by means of navigation. But, Sir, we are asked to advocate something reasonable, and we are told that it is ridiculous to talk about a tunnel. What are we to conclude from this? That the gentlemen, the distinguished gentlemen of both sides of politics, who made these terms, that Sir John A. McDonald, that Sir Charles Tupper, that Sir Leonard Tilley, that the Hon. Messrs. Pope, Haviland, Howland, Laird and Haythorne, proposed and entered into these terms with a view of deluding and humbugging the people of this Province? Sir, I cannot believe it. I cannot believe that these gentlemen deliberately set themselves to deceive. I believe that when they made the terms they were in earnest with us; and if so, how can people say that the carrying out of the terms is "utterly impracticable." These gentlemen are intelligent and farseeing above their fellows. They were, when they entered into this bargain, fully conversant with the difficulties which lie in the way of continuous and efficient steam communication between the Island and the Mainland, during winter and summer; and we must conclude that they believe these difficulties to be not insuperable. Now, it seems to me, that the only way to carry out the terms to the letter is by the way of a tunnel. Nor do I think a tunnel an impossibility, or beyond the means of the Dominion of Canada. I may be told that the nature of the strata under the Straits is such that a tunnel would not be feasible. But, Sir, I want the opinion of scientific men upon that point. If the Province of Quebec can afford to put a tunnel under the river St. Lawrence, three miles long, and costing four millions of money, surely the great Dominion of Canada can afford to place a tunnel under the Straits, costing ten or twelve millions of dollars, and so fulfil their bargain. It must be remembered that the cost of tunneling is not nearly so great as it was in former years. Improvements involving greater cheapness in the mode of constructing tunnels are constantly being made. There are, at the present time, two companies in Great Britain, who are most anxious to construct a tunnel from Calais to Dover. One engineer who has made estimates as to the cost, reports that the work may be done for four million pounds sterling; but to provide for all emergencies he has doubled the amount, and has placed the estimate at eight million pounds sterling; and the distance to be tunneled is about twenty-two miles. To tunnel the straits would not cost much more than a fourth of that sum. British Columbia obtained the railway accommodation she bargained for, and compensation for the delay she experienced besides; but it does not appear that the people of British Columbia when pressing their claims upon the attention of the Government, ever took into their consideration the question of cost, or asked where the Dominion Government would raise the money. They devoted themselves to the task of agitating for their rights, and they were in the end successful. In the negotiations which took place, the British Government leaned almost entirely to the side of British Columbia. The British Government is a just Government; and I have confidence, that if applied to, they would insist upon the terms of Union being carried out. I hope, sir, that in the forthcoming election, this most important question will be discussed on every platform; and I hope that no Government will be elected, but one that is prepared, if necessary, to carry a demand for the fulfilment of the Terms of Union to the foot of the throne.

But there is another demand which the people of this Province must make, and that is for compensation for the loss they have sustained by reason of the failure of the Dominion Government to fulfil the Terms of Union. We have a very large claim to make. The people of British Columbia agitated not only for the fulfilment of the Terms, but demanded compensation for loss on account of the non-fulfilment of the terms specified. We have suffered incalculable loss for want of the efficient and continuous steam communication which is our right; and it is justly due to us that this grievance should be redressed by a large compensation. For some time past, as I said before, this Province has been subject to the National Policy. The National Policy is calculated to stimulate manufactures in other parts of the Dominion. A large number have been established and have been successful, and more will follow; and if we had efficient and continuous steam communication to-morrow the manufacturers of other parts of Canada would still have the start of us by seven or eight years, during which they have gained in strength and experience. The consequence is that manufactures starting on the Island now would be heavily handicapped, and would be kept back by their older and stronger competitors on the mainland; and this fact should be taken into consideration when making a demand for compensation.

At the Poor House, Alexander McLaren, on the 12th January, 1882, aged 77; a native of Scot. nd. Mary Lowe, age 75. 9th of March, 1882; a native of England. Mary Shannon, age 71, 11th March, 1882; a native of Ireland.

GRAND BERRIES, 10 cents; cheese, 15 and 18 cents, digby herring, 8 cents; at the Family Grocery.—R. K. BRACE.

Creameries.

The introduction, by the Hon. Mr. McLeod, of a Bill to incorporate the "River-side Creamery Company" gave rise yesterday afternoon to an interesting and sensible discussion on the necessity of improving our dairy industry. It is encouraging to notice that a company composed of men of means has been formed for the purpose of becoming pioneers in an enterprise so well suited to our Province. The great good likely to arise from the establishment of butter and cheese factories was well pointed out by Messrs. McLeod, Ferguson, Farquharson, Bentley and Underhay. The system proposed is that the Company shall erect buildings, furnish machinery, collect the milk, manufacture the butter or cheese, and manage the sale of the products, for all which services they shall be paid a price per lb., the balance to be paid to the farmers or patrons who supply the milk. In this way the Company do not engage in speculation, and the farmers will receive all the proceeds, less the cost of manufacture. There is nothing to prevent the farmers themselves to become manufacturers as shareholders in this or similar companies.

The skill and facilities which the factory system brings to bear in the manipulation of milk, will, no doubt, result in the Province, as elsewhere, in raising the quality of the product, so that the company will be able to realize much larger prices than are now received by our dairymen. The enhanced price is not the only advantage to be gained. With skillful manipulation a larger quantity as well as a better quality of butter can be obtained from the same quantity of milk. Factories are, owing to these causes, able to pay farmers more remunerative prices for their milk than they can realize from domestic dairying. Such has been the experience of other countries when the factory system has been adopted. A great increase in the number of cattle kept in the Province for dairy purposes, is sure to follow the adoption of the factory system. It will not take long after farmers find that dairying is profitable to convince them of the necessity of keeping for this purpose only cattle of the best milking strains. It was well pointed out during the debate that this industry is thoroughly in line with the general interest of our fine agricultural Province. Unlike starch making, or exportation of raw produce, dairying will add, year by year, to the fertility of the soil. We trust the hope expressed by one of the speakers, that creameries may, in a few years, be as numerous in the Province as school houses are at present, may be realized.

Winter Communication with Prince Edward Island.

(From the St. John News)

The Prince Edward Island representatives in the House of Commons have spoken out strongly in their place there on the insufficiency of the means of keeping up communication in winter time between the Island and the mainland. In doing so, they have, no doubt, expressed the view and feeling on that subject entertained by their constituents. The means of communication are not what they should be; nor what they soon will be. But the problem to be solved is an exceedingly difficult one. A perfectly satisfactory solution is probably impossible. Were the island many times larger than it is, and its population vastly greater than it ever can be, a solution of the problem might be found in a tunnel. But as things are, or ever can be on the Island, a tunnel is out of the question. What remains? Improved "Northern Lights" which will, nevertheless, often fail to force a passage, or improved appliances for crossing the Strait between Capes, which, however, will rarely work with perfect satisfaction. In the situation the Island people should be reasonable. The difficulty to be grappled with is exceedingly formidable. Only the practicable should be expected.

A stormy anti-Chinese agitation prevails on the Pacific Coast. A demonstration was held in San Francisco on the 5th inst., and the Mayor of the City presided at a meeting of 50,000 citizens. Resolutions reciting the ruinous consequences of Chinese immigration, and urging upon Congress the absolute necessity of speedy relief therefrom, were enthusiastically adopted. The assemblage was then addressed by some thirty of the most prominent gentlemen present. A procession of workmen escorting a number of children in wagons bearing the motto, "Shall our boys and girls or Chinamen have California?" passed through the crowd, and was received with applause. Similar demonstrations were held in the interior of California.

Special Notices.

You can get good bargains this week with Bank of Prince Edward Island Notes, at W. E. DAWSON & Co's. [mar 14 3i]

The Bank of Prince Edward Island paper, taken for goods at W. E. DAWSON & Co's. [mar 14 3i]

Goods sold cheap for Prince Edward Island Bank Notes, at W. E. DAWSON & Co's. [mar 14 3i]

SEND your orders to G. H. HAZARD for a Bird's eye view of Winnipeg, and see the great city before going West. [mar 10 3i]

SNOW SHOES at Morris' Book Store, Summerdale P. E. I. Gentlemen's \$4 00; Ladies' \$3 00; Children's \$2 00. Sent by train, if eight paid, upon receipt of the price.

L. E. PROWSE has just received a very large stock of Christy's, London, hats for spring. [17]

The only place on P. E. Island, where you can get every part of a Gun made, is at Brown's Shop, corner of Prince and Grafton Streets. [nov 17 wky]

A WORD to the ladies! Do not exchange your old Sewing Machine for a new one; but fetch it to me and I will repair it and make it as good as new or no charge made.—WILLIAM BROWN, shop on corner of Prince and Grafton Streets, Charlottetown, P. E. I. [nov 17 wky]

BED.

At the Poor House, Alexander McLaren, on the 12th January, 1882, aged 77; a native of Scot. nd. Mary Lowe, age 75. 9th of March, 1882; a native of England. Mary Shannon, age 71, 11th March, 1882; a native of Ireland.

BEER & GOFF, Choice Bedeque Oatmeal.

TELEGRAPHIC NEWS

The National Policy a Success

ABLE SPEECH BY MR. MACLELAN.

The C. P. Railway—The Coal Industry, etc.

Special Dispatch to the Examiner.

OTTAWA, March 15. Mr. McLelan, M. P., for Colchester County, N. S., in the Commons yesterday, in an eloquent speech, defended the Government policy. He thoroughly exposed the maladministration of the Grit party, and said Mr. Mackenzie spent eleven millions of dollars on the Canadian Pacific Railway, and failed in having one mile of the road in operation when driven from office. The Liberal-Conservative administration had already built nearly five hundred miles of the road, at an outlay of only seven millions of dollars. He stated that thousands had left the country, owing to Mr. Blake, the leader of the Opposition, decriing the Dominion of Canada, and lauding the United States to the sky, as a field for labor and for emigration. Mr. McLelan stated that twenty-four thousand more workmen received employment in the Dominion as a result of the National Policy, and farm produce, as another result had increased in price. Mr. McLelan concluded his speech by stating that if Mr. Blake does not succeed in breaking up the political union, he is certainly doing his utmost to destroy the commercial union of the Provinces.

Mr. Flynn followed in a speech chiefly depreciating the coal industry. Mr. McDonald, M. P., Cape Breton, answered in a telling speech, and showed that owing to the National Policy there was an increased output of coal from the mines, and increased wages paid the miners.

GENERAL NEWS.

Special Dispatch to the Examiner.

LONDON, March 14. The Queen has telegraphed to Archbishop McCabe, of Dublin, thanking him for the reference to Her Majesty in his recent pastoral letter.

Gladstone has written to the Archbishop, expressing the deep sense of patriotism shown in the pastoral.

In the Lawson case, to-day, Justice Hawkins charged the jury. Although disclaiming any intention of anticipating the decision of the jury, it seemed against the prisoner. At the conclusion of the charge the jury retired. They returned with a verdict of guilty, and the prisoner was sentenced to death.

DURHAM, March 14.

The shaft of Lumby Colliery fell in to-day, temporarily imprisoning 150 miners. The latest advices are that all will be rescued by ascending another shaft.

WASHINGTON, March 14.

The anti-polygamy bill to-day passed the House and now only awaits the President's signature to become law.

WATERBURY, Vt., March 14.

Michael McCaffie, on Sunday, killed his wife and mother, hiding their bodies in a cellar where they were discovered to-day. McCaffie is considered insane and at one time had been confined in an Asylum. He has seven children, the youngest being twins one year old.

CITY OF MEXICO, March 14.

James Pyett, an American engineer, and three Mexicans, were killed on the National Railway, and five others fatally injured.

VIENNA, March 14.

It is announced to-night that the army of Montenegro has been mobilized, and that a special mission from Montenegro is about to leave Cettinge for Vienna.

Weather Bulletin.

Probabilities for the next 24 hours for the Maritime Provinces.

TORONTO, March 15—10 a. m.

Moderate winds, fine cold weather.

St. Patrick's Day

THE ANNIVERSARY OF IRELAND'S PATRON SAINT

Will be Celebrated in Charlottetown, on

Friday Next, the 17th inst.,

By a Procession from St. Patrick's Hall to St. Dunstan's Cathedral, at 9.45.

when Solemn High Mass will be celebrated, and a sermon suitable to the occasion will be delivered by the Rev. ALEXANDER MCGILLIVRAY.

In the Evening a GRAND Musical and Literary Entertainment will be given in the Market Hall, which, judging from the success of Entertainments hitherto given by the Benevolent Irish Society, will warrant the patronage of an appreciative public.

Doors opened at 7.30; entertainment to commence at sharp 8. Admission 25 cents; Reserved Seats 50 cents. Tickets to be had at the Drug Stores of Dr. Dodd, Mrs. W. R. Watson, C. D. Rankin, Fraser & Roddin, and at the Diamond Bookstore.

M. J. MORAN, Secy.

March 15, '82—3i

WANTED.

AT the JUNK STORE, Head Pownal Wharf, old Copper, Brass, Iron, Lead, Zinc, Rope and Canvas, Horse Hair, Rags, &c., for which the highest price will be paid. [Ch'town, Jan 13, '82—3m]

SCHOONER FOR SALE.

I NOW OFFER the Clipper Schooner CITY POINT, 50 tons, at private sale, as she now lies at Queen's Wharf, Charlottetown. Apply to A. Kennedy & Co., for particulars, or to the owner at Bay View, New London, N. B.

Feb. 23, 1882.

SPRING GOODS.

PERKINS & STERNS,

Queen Square,

—ARE SHOWING—

SPRING GOODS

GREAT VARIETY.

Their Stock is Always Purchased

—IN THE—

BEST MARKETS.

And You Can Rely Upon Getting as Good Value as can be found on P. E. Island.

Large Stock Grey Cottons,

Large Stock White Cottons,

Large Stock Pink Cottons,

Parks & Sons Knitting Cotton

(IN EVERY COLOR.)

New Spring Tweeds.

A NICE VARIETY OF

DRESS GOODS!

A Complete Stock of

MOURNING GOODS.

Table Linens, Table Napkins,

Towels, Sheetings,

PILLOW COTTONS, COUNTERPANES,

TOILET COVERS, &c., &c.,

VERY CHEAP

Carpet, Oil Cloths, Matting

Rugs and Mats.

ROOM PAPER.

Perkins & Sterns.

Feb. 10, 1882.

IMPORTANT MEETING

THE Members of the BENEVOLENT IRISH SOCIETY are requested to meet in St. Patrick's Hall, on Friday afternoon, the 17th March, inst., at 4 o'clock.

JAMES BYRNE, President.

March 14, 1882.

THE Members of ST. PATRICK'S TOTAL ABSTINENCE AND BENEVOLENT SOCIETY are requested to meet in St. Patrick's Hall, on Friday afternoon, the 17th March, inst., at 4 o'clock.

MAURICE BLAKE, President.

March 14, 1882.

THE Members of THE CHARLOTTETOWN BRANCH OF THE IRISH NATIONAL LAND LEAGUE are requested to meet in St. Patrick's Hall, on Friday afternoon, 17th March, inst., at 4 o'clock.

M. P. HOGAN, Pres. ext.

March 14, 1882.

Marine Insurance Co'y, OF P. E. ISLAND.

THE ANNUAL MEETING of the Shareholders of the above named Company will be held in their office, corner of Great George and Lower Water Street, on THURSDAY, the 30th day of March inst., at eleven o'clock of the forenoon.

A full attendance is particularly requested. By order of the Directors,

F. W. HALES, Secretary.

Ch'town, March 14, 1882.

BANK AND GAS STOCK.

I WILL SELL AT AUCTION, at my Sale Room, Queen Square, on FRIDAY NEXT, 17th inst., at 12 o'clock,—

45 shares in the Union Bank P. E. I., 15 shares in the Merchant's Bank P. E. I., 30 shares Preference Gas Co. Stock, 30 shares Common Gas Co. Stock.

WILLIAM DODD, Auctioneer.

March 13, '82.

To Lobster Packers.

THE subscribers beg to intimate that they are prepared to manufacture to order all supplies for Lobster Factories in our line, including one and two pound Cans, Solder, Boilers, &c., and by manufacturing in large quantities can sell at very low prices.

To insure having orders filled promptly, parties had better order at once. Merchants and dealers will find our stock of Plain and Japanned Tinware, Tubular Lamps, Coal Hois, &c., &c., the largest in the Provinces. Quality unsurpassed and prices low.

Price list furnished on application to A. C. THOMPSON & CO., New Glasgow, N. S.

Mar. 13, '82—1m wky

NOTICE.

THE business heretofore carried on by Mr. Robert Bridges will, from date, be carried on by the undersigned, under the name and style of A. L. BRIDGES & Co.

A. L. BRIDGES, [m13]

\$3,000 TRADE SALE!

WE ARE RECEIVING A CONSIGNMENT OF DRESS GOODS!

Hats and Caps, Boots and Shoes, Groceries and General Merchandise,

all of which we are instructed to clear out, without reserve, at AUCTION, at our Sales Room, on

Wednesday, 22nd of March.

Sale to commence at 11 o'clock.

Terms—All sums under \$50, cash on delivery; over that amount three months will be given on approved joint notes in all cases. Goods will be open for inspection on and after Monday, the 20th inst.

F. LEPAGE & CO., Auctioneers.

March 13—cod, wky 11

WANTS, LOST, FOUND, &c.

STRAYED, last evening, from my Livery Stable, a five-year old Mare (chestnut color). Has probably gone up East River. Anyone giving information of her whereabouts will be liberally rewarded.—SAMUEL R. STUBBIES. [m14 4i]

WANTED—A good plain Cook in a small family. No washing. Liberal wages. Apply at this office. [mar 11 1f]

WANTED—A Good Cook None need apply unless they have filled that situation before. Good references required. Apply to Mrs. Leigh, Water Street. [mch10]

TO LET—A house containing eight or eleven rooms, situate on Kent Street, half of the subscribers premises. Rent moderate. Apply to Francis McFory. [m14 2w]

WANTED IMMEDIATELY, an experienced Nurse. Good references required. Apply to Mrs. Freeman, Brighton, or at Admiral Bayfield's, Queen Street. [m14 3]

WANTED—At the "Lorne Restaurant," a good smart cook (one used to Restaurant cooking preferred.) The highest wages will be paid to the right person. [fe 27 cod 1f]

FOR SALE—The complete edition (2 vols.) of Picturesque America, new, handsomely bound, cost \$18 per vol., will be sold at a bargain. Apply at this office. [m12 2w]

TO LET—The second story of the Brick Building, on Queen Street, lately occupied as the Orange Hall. It is conveniently situated and well adapted for a Lawyer's office. Apply to Mrs. Orzson, Queen Street. [fe 14 2w]

FOR SALE—A Breech Loading Gun, 10 gauge, rebounding lock, snap action. Apply at this office. [feb 27]