

THE DAILY EXAMINER.  
FEBRUARY 23, 1884.

Editorial Notes.

—Winnipeg wants a bank of her own, and a Bill to incorporate the "Commercial Bank of Manitoba" is now before Parliament.

—Mr. Temple, the lately elected Liberal-Conservative from York, was introduced to the House of Commons on Friday, and warmly welcomed by the ministerial party. He is the eighth supporter of the Government elected since the last meeting of Parliament. Here is the list:—

Messrs. Wallace, Albert, N. B. Kaubach, Lunenburg, N. S. B. Beau, Levis, Quebec. Laury, Kent, N. B. Smyth, Kent, Ont. Bain, Wentworth, Ont. Stairs, Halifax, N. S. Temple, York, N. B.

In the same period, the Opposition Party succeeded in electing only three, viz., Sir Richard Cartwright, Mr. Allison, and Mr. Cameron.

—The Hon. John Sherman, U. S. Senator, from Ohio, takes ground against the proposed reciprocity with Canada in the trade in coal and iron ore, as follows:—

"The subject of a treaty of reciprocity with Canada in respect to coal and iron ore has not been brought to my attention, but my first view is entirely against such a treaty. We have plenty of coal and iron ore in this country now protected with a comparatively low rate of duty, and I see no reason to disturb it. Indeed, the whole protective system is now more in danger from its friends than its enemies. The manufacturing interests are beginning to regard coal, iron ore, pig iron, wool and other articles of domestic production as raw articles, not to be protected by duty. If this new doctrine should get a foothold it would destroy the whole protective policy of the Government. The rule of protection must extend to all labor alike, to the labor of the farmer in producing wool, to the labor of the miner in digging coal, and if it is denied to the farmer and the miner, it cannot justly be maintained in favor of the manufacturer. It is labor that is to be protected and not capital. It is, indeed, more important to develop the natural resources of the country in the production, mining and manufacture of such articles as wool, iron and coal, than it is to protect higher forms of production where cheap labor is indispensable."

—In "Current Events and Opinions" in *The Week*, "Bystander" (Goldwin Smith) remarks upon the proposed franchise legislation of the Imperial Government:—

"That country which is the mother of our institutions as well as of our race, and the central hearth of our civilization, is approaching a political crisis of no common gravity. It seems certain that the Radical section of the Government has prevailed and that extension of the franchise is to precede Local Government. The full importance of a measure of this kind is not clearly seen by most of us, because we are still deluded by the lingering forms and phrases of the monarchy, and fancying that government is still vested in the crown, we fail to see that the electorate is now in reality the sovereign power and that upon its character and intelligence everything depends. If in the electorate ignorance and passion prevail, there is nothing to save the country from misgovernment or from political ruin."

"Instead of calling uneducated masses suddenly and without any preparation to the exercise of political power, at a moment when they are particularly likely to make a suicidal use of it, the policy of a statesman who had studied democracy and wished to place it on a safe basis would rather be first to form a strong ground-work of local institutions, upon this to found his central government, and at all events before the flood-gates of extension were opened, to secure to the country a regular and stable executive for the maintenance of law and the administration of public business irrespective of the fluctuations of opinion. But Mr. Gladstone has not studied democracy; he has been converted to it, and in his neophyte zeal at seventy-four, he is not unlikely to lose Ireland and leave the other two kingdoms in a perilous condition."

—M. Roudaire a French cavalry officer has obtained authority from the Bey of Tunis to carry out his scheme for transforming a portion of the desert of Sahara into an inland sea. M. Roudaire is a gentleman who has devoted attention to hydrography. In 1873, while engaged in geodetic observation with a view to determining the meridian of Biskra, a town in Central Algeria, he was impressed with the fact that a portion of the great desert of Sahara is below the level of the Mediterranean. He concluded that this must be the bottom of an ancient sea, and conceived the project of cutting through the dunes which separate the sea from the desert, with the idea that he would thereby transform vast tracts of dried waste into fertile country. His plan seemed so promising that the French Assembly gave him an appropriation of 10,000 francs, and he devoted two years to further surveys and observations. The results of this work were made public in 1877, and created a profound impression. M. Waddington, who was then minister of public instruction, gave M. Roudaire unqualified support. Since then the surveys have been re-made and the project has been the subject of much controversy in the scientific world. M. Roudaire has become more convinced than ever of the feasibility of his plan, and of the immense advantages which will flow therefrom, and the difficulties in the way of its realization are one by one giving way.

Principal Grant, of Queen's College, Kingston, in an address to the Salvation Army, condemned in unmeasured terms the action of the Anglican Church authorities in the dismissal of Dr. Wilson without a trial for attending Salvation Army meetings. He said that such action was cowardly and un-British because the man was struck behind his back. He defended the Salvation Army and avowed that he was one of those who believed nothing good could emanate from it.

WINTER COMMUNICATION.  
DEBATE IN THE SENATE.

SENATOR HAYTHORNE'S SPEECH.

Hon. Mr. HAYTHORNE moved:—  
"That an humble address be presented to His Excellency the Governor-General, praying that His Excellency will cause to be laid on the Table of this House, copies of the latest survey held on the steamship "Northern Light," and any other documents in possession of the Department of Marine, illustrative of the present condition of that vessel."

He said—Some time ago I gave notice of a motion respecting the present condition of the steamer which keeps up communication in winter between Prince Edward Island and the Mainland. I may say that this is a subject of very great importance to the people of my Province. It is neither an ordinary steamer nor an ordinary contract—it is not even a Government steamer employed upon an important public service. It is something more than that. It is a steamer built specially, in compliance with the terms of confederation between Prince Edward Island and Canada; and I for one have been always inclined to regard it as an attempt made to carry out these conditions to the letter. It is quite true, hon. gentlemen, that the steamer "Northern Light" has not given very general satisfaction—universal satisfaction—and I think the reason for that is not very difficult to discover. To my mind, it is that people had formed a very inadequate idea of what such a steamer should be fairly expected to perform. They had not studied the question of ice navigation in any way, and did not at all understand what obstacles a steamer had to meet, and what force she had to bring against them. When a Government vessel was built for that service—for the purpose of fulfilling the terms of confederation—there were not wanting numbers of people in our province who said, "Here is a vessel built to contend against the ice, let her go out and do her best to perform the service for which she is constructed." But those parties, perhaps, if they had given a little more attention to the subject, and had themselves seen a little more of what thick-ribbed ice in the straits becomes during the latter part of the month of January, and for six weeks following that time,—perhaps if they had given careful perusal to some works explaining the difficulties encountered by Arctic voyagers, they would have seen at once that there must be, during the greater part of the winter, between the shore of Prince Edward Island and that of Nova Scotia, obstacles which probably no steamer ever built has been able successfully to encounter. It may be said that this vessel has been comparatively a success in actual service. This is true. I believe that for six or seven seasons the steamer "Northern Light" has been used for this service, and during that apparently short period, though she has undergone expensive repairs, it need not be a matter of surprise that even so strong a vessel should have been seriously damaged. Indeed, I think when I lay a few facts before this House illustrative of the kind of service which that vessel has to perform, the surprise will not be that the vessel is now showing symptoms of decay and impairment, but rather that it will be a matter of astonishment that she has lasted so long under the circumstances. Last session, as the House is pretty well aware, a committee of the other branch of Parliament was appointed for the purpose of investigating the subject of steam communication between the island and the Mainland, and several skilled experts were examined upon this question,—amongst others, the pilot of the "Northern Light," Mr. Finlayson. I do not doubt that he gave exceedingly intelligent and useful evidence, although to my mind, his experience in such matters was not a very extensive one; still, I believe he gave a faithful and true account of the service which he had seen performed by that vessel during six winters, and he tells us that she has in that time undergone very serious shocks, at different times, in the ice. He describes an occasion when it was necessary to get her out of Georgetown harbor through nineteen inches of solid clear hard ice, and for this purpose this valuable vessel built by the Dominion of Canada, was simply used as a ram to move that ice. I notice also, in the evidence of the same person, an account is given of her experiences during the long period of—I think—over six weeks, when she was out in the ice in the Straits. At that time he says it was utterly impossible that assistance could be rendered to her from any quarter, that even if another vessel had been there it would have been quite impossible for that second vessel to have reached her. He states she had no less than 30 feet of ice under her bottom at one time, and that for a fortnight, from early dawn to night-time, her crew were engaged in strenuous efforts to extricate themselves, and that at last their escape was brought about, not by their own efforts nor by the steam power of the vessel, but by the wind and waves opening up the pack which surrounded them, and so they were enabled to escape. I observe also that my honorable friend from Charlottetown, in giving his evidence before that Committee, enlarged upon the severe treatment which that vessel had received. He says that he was on board that vessel on one occasion and saw her run stem on, with her full power—700 horse power—upon an iceberg. Now, of course such treatment as this is calculated to weaken and to dislocate (if I may use the term) any ship that can be built, and such, in fact, is the experience of Arctic navigators. Not being conversant with ship-building myself, as some of my hon. colleagues are, I have made it my study to examine the works of several Arctic voyagers, and I find one opinion universally expressed by them; it is to the effect that what is called pack ice is a condition which it is utterly impossible for any steam vessel to encounter with success. I have here a few words which I have extracted from a work of Sir George Nares, in which he gives his experience as an explorer and Arctic discoverer. In the introduction to his work he uses the expression "an ice encumbered sea" to describe a state of things in which the ordinary work of the "Northern Light" is done—just such a condition of affairs as exists between Georgetown and Pictou, in the earlier part of the winter, when the "Northern Light" makes success-

ful passages. Under such circumstances that vessel will make that passage in about six hours, and possibly if the Strait is but little encumbered, she may go and come the same day. That ice encumbered sea, however, is liable to very rapid changes, and a change of wind may in a very short time bring together such masses of solid pack ice that no vessel can penetrate them; yet persistent efforts have been made to force this vessel through under such circumstances. Therefore, I tell this House that it is not at all surprising that even a vessel constructed as she was—built expressly for this purpose—should show signs of decay and weakness in her seventh year. I simply wish to refer to the few simple words of Sir George Nares' preface, as illustrating the remark which I have just made. Speaking of the advantage which steam vessels offer over sailing vessels in penetrating such ice encumbered seas he says:—

"But here the advantage ends when the partial navigation ceases, and the solid flow is reached, however inconsiderable its thickness. Steam is of no more avail than it would be to propel a ship through the crust of the earth."

He says that a steamer will, of course, get over in a few days, as much as a sailing vessel will in as many weeks; but that is not the point. Under certain conditions, as he states, steam is of no avail, and I recollect that my hon. friend from Charlottetown, in giving his evidence before the Committee, used language very similar; he did not illustrate it by saying "crust of the earth," but he said it was just as possible to propel that vessel (the "Northern Light") through the ice against which she was rammed, as it would be to run her against the side of this building. I think under these circumstances it is very desirable that the question of which I have given notice and will ask to-day should be answered by the members of the Government, and it is one which cannot fail to have very great interest for all classes in Prince Edward Island. The "Northern Light" affords our principal means of going to and leaving our Province at that particular season of the year, and it affords also our sole means of moving freight to and fro during the winter, and should it from any cause be unable to perform the service, the result would not doubt be a grave inconvenience, both private and public. I have therefore deemed it my duty to make the motion of which I gave notice.

SENATOR HOWLAN'S SPEECH.

Hon. Mr. HOWLAN—I ventured to state on a previous occasion from my place in this House, and I wish to repeat distinctly that statement, that this boat, the "Northern Light," was not constructed for the Prince Edward Island service. At the time the "Northern Light" was modelled, her keel laid, and her frame put together, there was little thought that Prince Edward Island would enter into the Confederation. For many years the Quebec Tug Boat Association had thought of building a boat that could be used in the early spring and in the late autumn in towing ships to and from Quebec. For that particular purpose the "Northern Light" was efficiently modelled. But for contending with the ice in the Gulf I maintain that she was not the proper model as any hon. gentleman can understand. The ice in the St. Lawrence at Quebec, with which she would have to contend, is of a very different nature from the ice in the Straits of Northumberland. It is not the local ice at Prince Edward Island that creates the difficulty, but the northern ice that sweeps into the Strait from the northwest, and it is beyond any question of doubt that this vessel was not designed or modelled for that route. I have it from that gentleman who designed the model that she was originally intended for service on the St. Lawrence, and that after Prince Edward Island entered the Confederation the Government were approached on the subject of placing this vessel on the Straits as being a suitable one for keeping up winter communication between the island and the mainland. The offer was accepted, she was placed on the route, and the result has been that four times as much money has been expended on her as she is worth, to keep her in repair, because she was not originally constructed on a proper model for that service. When the representatives of Prince Edward Island were making terms with the Dominion Government before entering into the Confederation, the establishment of winter communication with the Mainland was one of the conditions that was discussed. I at that time expressed my opinion on the feasibility of the project, and I am still one of those who have not lost faith in the winter navigation of the Straits. The "Northern Light," though not built for the service, has, in my opinion succeeded beyond all expectations, and has succeeded even beyond the expectations of her builder, who has himself told me that, with the experience he had since acquired, he could model a vessel that would perform the service very much better. No vessel can be constructed of wood or iron that can be made to stand the shock of being run squarely against the side of an iceberg larger than this building, or against a solid mass of ice. It is too absurd and not to be thought of, but we have yet to learn whether a boat twice the size of the "Northern Light," and with half as much more power could not do regular service across the Straits. I believe that the Government have at present entered into a contract for the building of a boat about 190 feet long on a model made expressly with a view of performing this winter service as far as possible, and also to be utilised in the Gulf for other purposes, such as relieving vessels in distress, and supplying light houses, and that this boat is to be built upon the 10 years class. Hon. gentlemen who know something about such matters will understand me when I say that she is to have 66 per cent. more planking outside, and more sheathing inside than is required of a 10 years class ship; that she is to have extra strong frame, and is to be sheathed with green heart, and forward of the fore chains, and aft of the main chains she is to be protected with steel or iron plates. I think that a vessel of that kind, judging from my past experience of winter navigation, will go a long way towards solving that question. But there are gentlemen who believe that there are other portions of the Island from which successful attempts might be made to keep up winter communication than those which have hitherto been adopted. Until all

these means have been thoroughly tried we will look to the Government to carry out the agreement entered into with our Province at Confederation. I have no doubt whatever that the agreement will be carried out by the Government if it is possible of fulfillment. I have not the slightest doubt that it is entirely due to the extreme care that the master and mate have taken of their boat for the last two or three years that the "Northern Light" is in even as good a condition as she is at present. When the vessel first came down to the Straits, Mr. Sewell, the builder, saw that she was not performing the service satisfactorily. He came there himself, altered the ballast of the boat, put her in trim, and expected very great things of her. Under the circumstances she had to contend with there is no doubt that the boat was taxed beyond her strength, and it is very unfair to say that because this vessel, which is merely an experiment—I cannot call it even an intelligent experiment, so far as the Prince Edward Island service is concerned—has not succeeded, that therefore the winter navigation of the Straits is impracticable. I say that the "Northern Light" has done more than any person of experience in such matters expected from her. I believe that the hon. gentleman from Pictou will agree with me when I say that she has done more than even he expected from such a boat, and I hope that when the new vessel is placed on the route, the service will be performed much more satisfactorily than it has been up to the present time.

[The speeches of Senators Carvell and Montgomery, and the reply of Senator Campbell, will appear on Monday.]

EXTENSIVE TRADE SALE

—BY—  
Campbell & Rayden, Auctioneers.

WE will sell by AUCTION, at OUR SALES-ROOM, on

Wednesday, 12th March next,

Commencing at eleven o'clock, a. m.,

Flour, Cornmeal, Choice Bright Molasses, Sugar, Raisins, Soap, Tea, Tobacco, Sole Leather, Matches, Apples, Best American Kerosene Oil, Pickles, Jams and Sauces, Nutmegs, Cloves, Paper Bags, and an assortment of General Groceries and Spices.

—ALSO—

Dry Good, Readymade Clothing, Boots and Shoes, etc., etc.

Terms at sale.

CAMPBELL & RAYDEN,

Auctioneers.

Ch'town, Feb. 23, 1884.

FOR SALE OR TO LET,

THE Subscriber hereby offers for sale or to let his Residence and Model Livery Stables, together with all Furniture and Outfits.

P. C. CONLEY.

Ch'town, Feb. 23, 1884.—tf

CARD OF THANKS.

THE BISHOP OF CHARLOTTETOWN, returns his most grateful thanks to his friends—the fire companies, and the citizens of Charlottetown—for their prompt and valuable services in saving St. Patrick's Hall from being burnt down, on last Wednesday morning, Feb. 2, 1884.—lms pd

TO LET,

THE RAILWAY HOUSE, situated on Richmond Street, near London House. Also a shop adjoining, 16x30 feet. Apply to

THOMAS CAMPBELL.

Ch'town, Feb. 23, 1884.—tf

MORTGAGE SALE

OF VALUABLE

FREEHOLD ESTATE,

SITUATE AT

French River, New London.

TO be sold by Public Auction, on Tuesday, the fourth day of March next, A. D. 1884, at the hour of twelve o'clock, noon, in front of the Law Courts Building, in Charlottetown, in Queen's County, Prince Edward Island, under a Power of Sale contained in a Mortgage, dated the sixth day of July, A. D. 1878, and made between William Cousins, of Lot Twenty-one, in the said County and Island, farmer, and Sarah Cousins, his wife, of the one part, and Catherine Watts, of Charlottetown, in said County and Island, widow, of the other part, and which said Mortgage was afterwards duly assigned by deed of assignment, dated the first day of June, A. D. 1880, by the said Catherine Watts to Charles Binn,—

ALL that tract, piece or parcel of land, hereditaments and premises, situate, lying and being in New London, on Township Number Twenty-one, in Queen's County, in the said Island, bounded as follows, that is to say: Commencing at the northwest corner formed by the intersection of the Park Corner Road with the Long River Road; thence running northwesterly along said Park Corner Road the distance of six chains; thence westerly by a line parallel with said Long River Road until it meets land now or formerly in possession of William McKay; thence southerly along the eastern boundary of said last-mentioned land six chains, or to the Long River Road, aforesaid; thence easterly along said Long River Road to the place of commencement; containing forty acres of land, a little more or less; being a portion of one hundred acres of land conveyed by Mrs. Jane Townshend to John Cousins by a Deed bearing date the 22nd day of February, A. D. 1878, and was, by the said John Cousins, afterwards and by his last will and testament, devised to the said William Cousins.

A good title will be given.

For further particulars apply to the undersigned,

CHARLES BINN,

Assignee of Mortgagee.

Ch'town, Feb. 23, 1884.—lms pd

DESBRISAY & ANGUS,  
AGENTS OF THE

QUEEN AND AGRICULTURAL INSURANCE COMPANIES,

WHILE thanking the Citizens of Charlottetown for their past patronage, and assistance during the late fire, have to announce that they have taken the office in

Stevenson's Building,  
CORNER QUEEN AND SYDNEY STREETS,

Where they are prepared to do business.

Ch'town, Feb. 22, 1884

GREAT SALE OF  
New Cottons.

We have just opened a large Stock of

ENGLISH AND AMERICAN PRINTS,  
NEW SPRING STYLES,

Received Before the Advance in Duty.

—:—:—

We have an immense stock of

GREY AND WHITE COTTONS,

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

Fleecy Cottons,

Sheeting Cottons,

Pillow Cottons,

TABLE LINEN AND NAPKINS,

Towels and Towelling,

TAPSTRY, SCOTCH AND BRUSSELS CARPETS,

And other House Furnishing Goods.

WHOLESALE AND RETAIL

GEO. DAVIES & CO.

Ch'town, Feb. 11, 1884.

CONCERT.

McLeod, Morison & McQuarrie,

BARRISTERS

THE Choir of St. Paul's Church intend to give a Concert, on

Tuesday Evening Next, 26th inst.,

AT EIGHT P. M.

Programme on Monday.

Feb. 22, 1884.—2t

Brick and Wood.

To be sold by AUCTION,

MONDAY NEXT, 25th INST.,

AT TWELVE O'CLOCK,

on the premises, all the Brick and Wood saved from the fire at the North American Hotel, Kent Street, to be removed at once.

WILLIAM DODD,

Auctioneer.

Ch'town, Feb. 22.

FOR SALE AT A BARGAIN,

THE Shop and Premises immediately opposite the Roman Catholic Cathedral, Great George Street. Apply to

A. McNEILL,

Auctioneer.

Charlottetown Feb. 22, 1884.

AUCTION!

Hay, Straw, Seed Wheat, Oats.

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

Saturday, the 1st of March next,

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

25 tons Hay,  
8 tons Straw,  
700 bush Seed Wheat (White Russian),  
300 bush Oats.

TERMS AT SALE.  
WILLIAM DODD,  
Auctioneer.  
Ch'town, Feb. 21, 1884.

CHALLENGE!

To the Owners of Trotting Stallions on P. E. Island:

I hereby offer to match an unknown against any Trotting Stallion on P. E. Island, with or without pedigree, scrubs or not scrubs, including "Dartmouth," "Sir William Wallace," "Island Chief" and "Young Ham" for a race on Hillsborough ice, mile heats to harness, best three in five, for any sum above \$50 a side.

On behalf of Owner,  
GEORGE THORNE.

Ch'town, Feb. 18, 1884.

ADVERTISE IN THE DAILY EXAMINER

Rates moderate.