

The Daily Examiner

APRIL 29, 1886.

The Delegation Correspondence.

THE voluminous correspondence submitted to the Legislature last evening proves, at first sight, two things: (1) that the Dominion Government made the most of their bad case, and (2) that Messrs. Sullivan and Ferguson made a strong, and gallant, as well as successful fight, in behalf of the rights, and interests, and character of this Province.

To recite the facts of the case as set forth in the correspondence is not necessary. It is notorious that the Dominion Government voluntarily bound themselves to provide efficient steam service, winter and summer, between Prince Edward Island and the mainland, and to keep up "continuous communication" for mails and passengers; and it is notorious that the bargain remains unfulfilled—though thirteen long years have come and gone since the contract was made.

The only true and legitimate excuse the Dominion Government has, or can have, in the premises, is that the bargain can not possibly be fulfilled; and in support of this contention they might properly have cited all the fruitless efforts they put forth to carry out their agreement and to keep faith with the Island.

METHOD 1.

The average revenue of the Dominion from Customs and Excise, for the three years ended 31st Dec. 1884, was \$7,032,470. The population of Prince Edward Island at that time was 10,397. Upon this ratio the Island's share of the Customs and Excise Revenue, would amount to \$695,301.

METHOD 2.

In 1872, the year before its admission into the Union, Prince Edward Island imported directly from countries beyond Canada, goods valued at \$1,372,581. The duty on which amounted to \$184,227.

METHOD 3.

It is a well-established principle that the imports and exports of a country bear a reasonable relation to each other. The imports of the Island for the ten years preceding Confederation aggregated in value \$3,543,117 sterling. The exports in the same period, \$2,550,091 sterling, showing that the imports exceeded the exports by about 21,000,000 annually, or in the same proportion, according to population as the imports of Prince Edward Island exceeded the exports in the years already quoted.

The exports of the Island have steadily increased during the last twenty-five years. In 1861 it exported to all countries goods valued at \$703,510, which had increased in 1872 to \$1,407,003, or at the rate of 83.3 per cent.

In 1872 the Island exported to countries beyond the Dominion goods valued at \$722,313, which had increased in 1884 to \$1,310,033, or at the rate of 81 per cent.

Apply this rate of increase to the Island's imports from countries beyond the Dominion in 1872, and we have as a result for 1884, imports valued at \$3,267,509.

But the figures, contained in the Dominion Trade and Navigation Returns, do not represent the total exports of the Island to countries beyond the Dominion, inasmuch as a considerable proportion, being shipped through Nova Scotia and New Brunswick territory, is credited to the exports of those Provinces. The annual export of horses from the Island to the United States is not less than 1,500, valued at \$100,000. The Dominion returns for 1884 credit the Island with only 256, valued at \$27,456. This is but one instance of the manner in which a considerable part of the large trade which the Island does in eggs with the United States, is credited to New Brunswick, while fish and potatoes, which are largely exported to Newfoundland, St. Pierre, and the West Indies, are much of them credited to Nova Scotia, being shipped by way of Halifax. In view of these facts, it would be within the mark to estimate, as indeed the Committee of Council admit, that the Island's Foreign Export Trade has doubled since 1872. Apply the same rate of increase to its imports from countries beyond the Dominion, as they stood in 1872, and we have as a result for 1884, imports valued at \$3,039,371, yet an under, under an 81-100 per cent. tariff, an annual revenue of \$671,968.

The exports of Prince Edward Island, since Confederation, have increased in a much larger ratio than have those of the Dominion, as the following figures will show:

Table with 2 columns: Item, Amount. Includes Method 1 (\$695,301), Method 2 (\$184,227), and Method 3 (\$764,559).

This sum of \$764,559, the delegates submit, should be accepted as closely approximating the annual contributions of Prince Edward Island to the Dominion Exchequer, and is much more likely to be within than in excess of the amount.

The delegates then reviewed the expenditures by the Dominion on account of the Island, proving that the "little bill" of Sir Alexander Campbell, and Mr. McLellan is wrong to tune of \$79,308, and they also point out that the Island is justly entitled to the interest of its share of the Fishery Award—less the amount of the fishing bounties paid her; and then they recapitulate as follows:

Table with 2 columns: Item, Amount. Includes Average annual contribution by the Island (\$723,129), Sum claimed by committee of council to be annually expended (\$689,354), Less amounts covered by Fishing Bounties (\$79,308), Excess of annual contributions (\$133,913).

Again Sir Alexander and Mr. McLellan try to convince Earl Granville that

Manitoba and the Northwest Territories. Then they figured up the expenditure of the Dominion on account of the Island during the same year to \$689,954.91—making, they said, "an expenditure of over \$6 per head of the population, whilst the total receipts were only \$1.72 per head."

To set forth the fallacy and falsehood contained in these figures, the delegates showed that between Prince Edward Island and British Columbia and the Northwest Territories there were no points of similarity in respect to Customs returns. The Island obtains three-fourths of its dutiable goods in Montreal and other Canadian cities; British Columbia imported almost wholly direct from foreign ports. Consequently, the larger proportion of Customs duties on goods consumed in the Island goes to the credit of Quebec and other Provinces, while almost every dollar of duty imposed on goods used in British Columbia is collected in that Province and goes to its credit in the Customs returns. Having made this point clear, and proved that the Island was the most thickly populated Province in Canada, while the people generally are in comfortable circumstances and large consumers of dutiable goods, the delegates adopted three methods of demonstrating that the Island really contributes more to the Dominion Exchequer than she receives from it:

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the traffic with the Island is very insignificant, the average number of passengers carried by the Northern Light, having been, they say, only nine. While not disputing the correctness of this calculation, the delegates remark that the Department of Marine were obliged to limit the number of passengers upon any trip to thirty; and quote the statement of Senator Haythorne that he crossed when there were between 80 and 100 passengers on board.

Sir Alexander and Mr. McLellan also state that the crew of the Northern Light have been "unceasing in their hazardous efforts to make communication in the severest weather"; and the delegates infer that the ardor of the Captain and crew was not increased by the instructions which came from Ottawa to "run no risks."

The correspondence on both sides is exhaustive. To Messrs. Sullivan and Ferguson, the mission was evidently no holiday trip. The papers they drew up while in England must have cost weeks of hard and careful labor; and we think it will be cheerfully admitted by every unprejudiced reader that, though pitted against such eminent men as Hon. A. W. McLellan, Sir Alexander Campbell, and Sir Charles Tupper, they obtained decidedly the best of the argument. That their representation made a strong impression upon the mind of Earl Granville is evident by the terms of his despatch.

In conclusion we must express regret that there seems to be a disposition in some quarters to say that the favorable considerations advanced to the Dominion Government by Earl Granville are of not much value. That is the light in which opponents of the Island's claims will, of course, regard them.

Again Obstructing.

An Ottawa correspondent writes:

"Laurier moved another west of confidence motion on Indian and Northwest affairs, yesterday, 20th, and made a long speech accusing the Government with all sorts of neglect and shortcomings. While Mr. Mitchell, who spoke with the most effect, and showed that not one man, woman or child had ever lost their land or been dispossessed in the whole Northwest by the present Government, Davies followed, but his remarks, though glib, were light; his arguments were of the most superficial character. He was followed by Mr. Mitchell who spoke with the 'boilers' every time. Foster, Minister of Marine, came next, and in less than an hour speech rasped up the Opposition in such an effort to convince any impartial mind that he had hold of the right side of the story. A vote was reached at 11 a. m. It was thought at one time the House would adjourn about the 12th or 20th of May, but there is no knowing how long the Grit obstruction may prolong the Session."

Charges Against Hon. William Campbell.

The following correspondence respecting the charges brought against the Commissioner of Public Works by Mr. Donald Farquharson, is much to the point:

CHARLOTTETOWN, April 13, 1886. MR. JOHN SINNOTT.

SIR.—Mr. Farquharson stated at a meeting held at Milton that you had told him that North River bridge had not been built according to contract, and not one half the quantity of stone called for in the specification was put in the bridge, and that the country lost over \$2,000 by the favoritism shown the contractor; and that when you spoke to me about it, and the manner in which the bridge was built, but I never mentioned to you that you told him these words on his own platform in front of his own store.

I wish to know if you have ever made such statements with reference to me, or if I ever interfered with you as an inspector in that contract to which you refer, or if I have ever given you any instructions in relation to the contract, or if I ever interfered with you in any way in connection with the contract in all cases. I wish also to state what quality of lumber was used in the construction of blocks of North River bridge; what quality of stone were used, and how they were driven; what was the nature of work done on blocks, and if the bolting was done accordingly to specification; and to your satisfaction.

By giving me an early reply, you will oblige, Yours, WILLIAM CAMPBELL.

MORELL, April 15, 1886. WILLIAM CAMPBELL, Esq., Commissioner of Public Works.

DEAR SIR.—Yours of the 13th inst. received, and in answer beg to say that the conversation I had with Mr. Farquharson, with reference to North River Bridge, was previous to the contract being completed, but that I ever stated that I had complained to you that the contract was not being properly carried out, or that you had told me to let it pass as he had done enough for what money he had, or that the country would lose \$2,000 by the favoritism shown to the contractor, is utterly untrue and false. On the contrary, you always told me to make him do the work to the letter of the contract; that he had a good contract and plenty of money to do the work according to the specification.

I may just state that you have never interfered with me as an inspector in any contract, and have never allowed any contractor to make any alteration in contract without my recommending it.

I may further state that the stone used in North River Bridge was of a superior quality to what was called for in the specification, being imported from the North River Bridge, was previous to the contract being completed, but that I ever stated that I had complained to you that the contract was not being properly carried out, or that you had told me to let it pass as he had done enough for what money he had, or that the country would lose \$2,000 by the favoritism shown to the contractor, is utterly untrue and false. On the contrary, you always told me to make him do the work to the letter of the contract; that he had a good contract and plenty of money to do the work according to the specification.

I am, dear sir, Yours very truly, JOHN SINNOTT.

West of Ireland Famine.

Mr. Raddy, the Government Inspector of Fisheries for Ireland, has telegraphed from Beldmullet, on Blockisod Bay, County Mayo, as follows:

"The Ladies' Committee, organized in Dublin for the purpose of supplying clothing to the destitute inhabitants of the islands on the West Coast of Ireland, is penniless. I implore you to send them \$20 to \$100 immediately. In many instances the people have, are utterly insufficient to conceal their nakedness, and large numbers of men and women are prevented from leaving their houses, because they have covered with their own scanty garments the one who must go out in search of food, leaving themselves absolutely nude. I visited some of the islands, and found the people without any food whatever. My fund is exhausted and I can do no more until further aid arrives. To exaggerate the distress of the district would be impossible, and the assistance which must save many lives should be prompt and substantial."

GRAND CONCERT,

—IN THE— Hall of Notre Dame Convent,

—ON— Thursday, April 29th, 1886, In Aid of St. Joseph's School.

PROGRAMME.

- 1. Inst. Duet (two pianos and organ).....Martha The Misses Quirk, Miss McDonald, Miss Kichham and Mr. Blanchard. 2. Solo and Chorus—O How Beautiful.....Borghini St. Dunstan's Choir. 3. Vocal Solo—Who's at my Window?.....Osborne Mrs. Byrne. 4. Vocal Solo—Erin on the Rhine.....Hutchinson Dr. Gallant. 5. Inst. Duet—Gaiete de Cœur.....Smith Misses Murphy, Benoit, Blake. 6. Vocal Solo—When the Robins Nest Again.....Howard Mrs. Blake. 7. Vocal Solo—Our Crew.....Campagna Mr. C. Hermans. 8. Solo and Chorus—The Night is Advancing.....Turke in Italia St. Dunstan's Choir.

PART II.

- 9. Piano Duet—Marche de Tambours.....Smith Misses Murphy, McDonald and Kichham. 10. Vocal Solo—I'm Afloat.....Russell Herr Hermans. 11. Solo and Chorus—Hail to the Happy Bridal Day.....Donizetti St. Dunstan's Choir. 12. Vocal Solo—Sweet Violets.....Emmet Miss Newbery. 13. Vocal Solo—Muletier.....From Crown Jewels Prof. Caven. 14. Inst. Solo—L'Eume de Mer.....Herz Miss Caven. 15. Vocal Solo—Answers.....Blumenthal Mrs. Reddin. 16. Vocal Duet—Liberty.....Bellini Messrs. Hermans and Caven. 17. Chorus—Sunrise.....White St. Dunstan's Choir. "God Save the Queen."

Accompanist on organ, Mr. Blanchard; Piano, Misses Quirk and Caven. Doors open at 7.30; Concert at 8, sharp. Tickets—Reserved seats, 35 cents; Unreserved, 25 cents. On sale at Watson's and Reddin's Drug Stores, and at the door. Ch'town, April 28, 1886.

P. E. ISLAND RAILWAY.

COMMENCING ON MONDAY, 3rd MAY next, and continuing until Summer Time Table takes effect in addition to the existing train arrangements on the Cape Traverse branch, a train will leave County Line for Cape Traverse every Monday evening, on arrival of evening trains from Charlottetown and Summerside; returning will leave Cape Traverse for County Line at usual hour. Train for Cape Traverse will connect at County Line with evening train from Charlottetown and Steamboat Special from Summerside, on Fridays, Saturdays and Mondays, until change of time.

JAMES COLEMAN, Superintendent Railway Office, Ch'town, April 29, 1886. —3 eod dy pat wky prs ii

Eligible Building Lot, On Queen Street, for Sale.

PLOT on which Messrs. Younker, Offer & Co's Carriage Factory formerly stood—61x84. Apply to WILLIAM DODD, Ch'town, April 29, 1886—2wks 3W

TENDERS.

THE P. E. I. Pottery Company, being desirous of disposing of their Pottery and Business, will accept tenders for the same until 25th MAY next, at noon.

- The Tenders will be in the following form: 1. A lump sum for the Land, Buildings, and Plant. 2. A per centage on the present selling price list for the whole stock on hand at time of transfer.

The Company has a large stock of excellent ware on hand, a considerable portion of which is already sold, to be delivered this spring; all orders taken but not delivered will be handed the purchaser to fill.

The Kiln and Pottery are in good working order. The Premises and Stock may be examined at any time, and any further information can be had from the undersigned, to whom tenders should be addressed, marked "Tenders for Pottery." The Company will not bind themselves to accept the lowest or any tender.

FRED W. HYNDMAN, April 29, 1886—2w eod

WHOLESALE NEW ARRIVALS.

- 515 half-chests TEA 140 boxes McDonald's TOBACCO. 50 DIAMOND DYESTuffs (assorted). 100 cases RICE. 25 barrels DRIED APPLES.

CARVELL BROS.

Ch'town, April 24—1w 2w pat



Increasing Demand FOR ROCKFORD WATCHES.

Another lot received to-day.

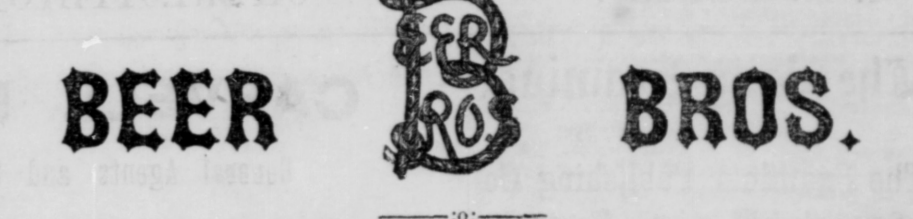
E. W. TAYLOR,

CAMERON BLOCK. April 17, '86—2w

GRAND SPRING OPENING

—OF— Fashionable Goods—

BEER BROS.



Dry Goods Department. Our stock in this Department is very complete, comprising the new Panama, Canvas and Bonole Cloths, &c., &c., with a very choice lot of Trimmings to match. In Black Goods our values are better than ever before, and, in addition to our usual lines, we have introduced the new Pearl, Panama, Basket and French Satin Cloths. In Print Cottons our showing is very large and values good.

Millinery Department. Our stock of Hats, Bonnets, Flowers, Feathers and new Trimmings exceeds anything even we have ever shown, in assortment, variety, quality and lowness of price. All goods were bought at headquarters, and, in every respect, we think our stock in this Department will be found unequalled. Special attention is given to Mourning Orders and Wedding Outfits.

Our Mantle Department is unusually attractive, including the newest French and English Goods, in Dolmans, Paletots, Sacks, &c., in Silk, Cashmere, Soleil and Ottoman.

JERSEYS! JERSEYS! JERSEYS!

A very large and complete range of Black and Colored Jerseys. Gloves, House-Furnishings, Hosiery.

GOOD GOODS! LATEST STYLES & LOWEST PRICES AT BEER BROS., 73 & 75 Queen Street.

Ch'town, April 29, 1886.

NEW DRY GOODS,

PERKINS & STERNS'

AS usual, our stock has been personally selected in the best British and American markets, and comprises, in addition to a Full Range of Staple Dry Goods, all the novelties to be found.

London, Paris and New York Millinery, Fancy Goods, Hats, Bonnets and Shapes.

New Parasols and Umbrellas!

Large Stock of New Hosiery, Gloves, &c. New Trimmings, New Frillings, New Laces

New DRESS GOODS with TRIMMINGS to Suit. New French Muslins, New American Muslins, New Laces to Match.

New Cloths, New Pink Cottons, New Jerseys, New Jackets.

New Carpets and Oilcloths!

PERKINS & STERNS.

Ch'town, April 29, '86.

The Celebrated Stallion "ALL RIGHT,"

PASTURE TO LET. A SIX-ACRE FIELD, below Judge Peters, to be let for pasture for this season; first-rate pasture. Apply at the office of Peters & Peters, Cameron Block.

JAMES H. PETERS, April 21—1mo eod.

CARVELL BROS.

100 BRLS. Hand picked BEANS received to-day. CARVELL BROS. Ch'town, April 24—2i pat

COAL! COAL!

HOURLY expected, cargo ACADIAN NUI COAL. I am now prepared to receive orders for Round, Nut and Anthracite COAL, at prices to suit the times. All orders left at office, Water Street, will receive prompt attention. CAPT JOHN HUGHES. Ch'town, April 27, 1886—1mo eod

PAINT UP!

THE undersigned begs leave to intimate to his customers and the general public that he has resumed business at his old stand, Kent Street, opposite Rocklin House, where he is prepared to execute all orders entrusted to him in House, Sign and Fresco Painting.

Parties intending to have their Ceilings and Walls decorated in the latest style of art, can be suited at reasonable rates. All work warranted to give satisfaction. Orders by mail will receive prompt attention. P. H. TRAINOR, April 8, 1886—eod 3wks

TERMS:—\$50.00 for the season with the privilege to return free next year if the mare does not prove to be foal. Settlement to be made by Cash or Note at time of first service. NEWTON LEE, Owner. Summerside, April 27, 1886—3i wky tt