

REPLY TO SENATOR HAYTHORNE.

Addressed to the People of Prince Edward Island by an Island Member of the House of Commons.

As Senator Haythorne has deemed it proper to address you on the subject of the Canada Pacific Railway, in a very one-sided manner, it is but right that the other side of this important question should be fairly placed before you.

MR. HAYTHORNE'S INCONSISTENCY.
Mr. Haythorne begins his letter by reminding you that the Island was "entrapped" into Confederation by the building of the Island Railway. There is no other part of Mr. Haythorne's political career that is so flagrantly inconsistent as his connection with the building of the Island branch railways, and his stealing off in the middle of the night, to put the country into Confederation. Let me go more fully into this question and again recite the facts which are so well known to every elector of Prince Edward Island.

Let us examine how far this now patriotic Senator was himself responsible for the Island being put into Confederation. It will be remembered that he and his party acceded to power on professed opposition to the construction of the Island Railway, some of his friends going so far as to assert that it would be better to buy off the contractors, by paying a heavy indemnity, and stop the work. Mr. Haythorne was Leader of his party at the time and might have been expected to be sincere in his loud-mouthed professions to the people that he would stop the building of the road. He declared that the Railway would ruin the Island; but, having once found the reins of Government placed in his hands, he immediately put under contract seventy miles more Railway—giving the work to the same contractors who had been accused of robbing the country by building an inferior road to that which the specification called for, and at one thousand dollars per mile more than was paid for the trunk line.

THIS WAS THE COURSE taken by Mr. Haythorne and his party to stop the building of the railroad. This was the plan adopted by Mr. Haythorne to keep the Island out of the much dreaded Confederation. If Mr. Haythorne had stopped at constructing the branch lines, his conduct might have been excused, notwithstanding his profession to stop the work when he came into power. But Mr. Haythorne did not stop here. After fixing the largely increased liability upon the country of building the branch lines, and failing to provide for the obligations which must necessarily follow, Mr. Haythorne saw a way out of the difficulty. The country found itself suddenly, and without the least intimation, "entrapped" into Confederation! And by whom? Was it by the advocates of Confederation, or the advocates of the Railway? No! But by Robert Poore Haythorne and the Hon. David Laird. The midnight trip of these gentlemen was made, I think,

WITHOUT THE KNOWLEDGE of the supporters of Mr. Haythorne in the House of Assembly, and most certainly "without the knowledge of the people at large." The people whom Mr. Haythorne should have consulted were despised. You whom he is so anxious now to serve, (well remember that he and Mr. Laird, at a midnight hour left the Island with the grave secret of selling "the independent constitution you have enjoyed for one hundred years" locked up in their unpatriotic breasts and

STEALTHILY WENDED THEIR WAY to Ottawa. Mr. Haythorne must indulge the fixed hope that his past record is sponged out when he addresses the following words to the electors of Prince Edward Island. "But provident as the bargain obviously is, I consider the concealment the Government has practiced most deserving of censure. This is the head and front of their offending."

SENATOR HAYTHORNE'S BARGAIN.
The bargain which Messrs. Haythorne and Laird made is not yet forgotten. They agreed to go into Confederation on terms \$28,000 less per year than was afterwards secured by the Conservative Party—represented by a delegation consisting of the Honorable Messrs. Pope, Howland and Haviland.

But Mr. Haythorne and his colleagues, while betraying your rights and neglecting your interests, did not fail to handsomely provide for themselves. Thinking that these things are forgotten, and aspiring, no doubt, to still further political advancement, this ambitious Senator now comes to the front, endeavoring to excite opposition to the present Pacific Railway scheme.

IT NOW SUITS Mr. Haythorne to quote Mr. Fleming, Sir Charles Tupper and Sir J. A. McDonald's estimates of last year for building the Canada Pacific Railway. These estimates were scouted last session by the Opposition as being utterly absurd and incorrect. Both the past and present leader of the Opposition—Messrs. McKenzie and Blake—declared over and over again—as may be seen by reference to *Hansard*, 1880,—that the road would cost,

AT LEAST, \$120,000,000.
From the inception of the Pacific Railway undertaking, it has always been the policy of the present Government to build the Road by subsidizing a Company and paying for it in money and lands. Whatever difference of opinion may exist throughout the country with regard to other matters, there is scarcely any one, on either side of politics,
FOOLHARDY ENOUGH, at the present time to advocate the build-

ing of this gigantic undertaking as a Government work. On this point, both parties, as may be seen by the *Grit* manifesto, are agreed.

Mr. Haythorne would HAVE YOU BELIEVE that the present arrangement with the Syndicate for the construction of the Canada Pacific Railway will be ruinous to the people of Canada. He conveniently forgets that they are much more favorable than the plan proposed by the late Administration, and strongly supported by himself.

MR. MACKENZIE'S PLAN.
Mr. Mackenzie, in his Railway Act of 1874, offered any company that would undertake to construct and operate this railway from Lake Nipissing to the Pacific, a distance of 2,600 miles, the sum of \$10,000 cash and 20,000 acres of land per mile—and that tenders should be invited to state the additional sum, if any, upon which a guarantee of 4 per cent. should be given by the Dominion for 25 years afterwards." This, according to Mr. Haythorne's valuation of \$2 per acre for the land, would stand as follows:—

52,000,000 acres of land at \$2 per acre	\$104,000,000
Cash subsidy	26,000,000
Guaranteed interest on sum expended in construction, over \$10,000 per mile	10,000,000
	\$140,000,000

Now, compare these figures with the present proposed arrangement. The Government agrees to give the Syndicate the parts of the road now completed and under contract, estimated to cost:—

Cash subsidy	\$28,000,000
25,000,000 acres land at Mr. H's valuation	50,000,000
	\$78,000,000

or \$37,000,000 less than was offered by the Mackenzie Administration. To make my estimate agree with the total cost as stated by Sir Charles Tupper, it is only necessary to take his valuation of the lands. If the lands are valued at \$1.00 an acre, a fair value, and one which Mr. Mackenzie last year said was a fictitious value, the total will be \$78,000,000. There can be NOTHING OBJECTIONABLE TO P. E. ISLANDERS in the details of the agreement, as we are not called upon, by these details, to make any sacrifice. In my opinion—and I think a majority of the people of the Island will agree with me—the country that is going to derive the most benefit from the road should pay for it in lands, and not compel the older Provinces to construct it out of the revenue.

MR. HAYTHORNE OBJECTS to the company owning the road. When it is remembered that the cost of operating has been estimated by Sandford Fleming at \$8,000,000 annually, the burden which would be removed from the shoulders of the people will be properly estimated by the electors of P. E. Island.

SUNDRY MIS-STATEMENTS.
There are several statements in Mr. Haythorne's letter that are positively untrue.

He says that the most costly sections will be substantially finished for the company by the Government. Now everyone who has heard or read the speeches of the Opposition leaders, knows that one of the strongest objections urged against terms, is the supposition that the company will not build the Lake Superior section, because of the rocky nature of the country, through which the line will have to pass. This argument has also been applied to British Columbia where the configuration of the country is mountainous. The most difficult part of the road remains to be built.

The company, says Mr. Haythorne, will enjoy a practical monopoly of all the branch lines which may be required. No company that obtains a charter will be prohibited from building branch lines in any part of the North West through lands owned by the Government.

Another misstatement which Mr. Haythorne's letter contains is the one that "The Company also will have the privilege of receiving all articles required in the construction of the road free of duty." Now, there is no way in which he could have fallen into a mistake upon this point unless he is entirely ignorant of what the materials for the construction of a railway are. The contract distinctly specifies what materials are admitted free. They are 'steel rails,' 'fish plates and fastenings,' 'spikes,' 'bolts' and 'nuts,' 'wire,' 'timber,' 'materials for bridges,' and 'the telegraph apparatus used in the first construction of the line.' Steel rails are admitted duty free now, and that item will probably amount to more than all the others put together. Timber is also admitted free. And all the materials upon which duty is now levied, and which will be free to the company, is estimated by a careful authority, not to amount to more than five per cent of the materials that will be used in the construction of the road. The company must either construct or build rolling stock, and either upon the materials imported for that purpose or upon the complete articles, the company must pay duty if they import them. They will use an immense number of spades, picks, plows and other tools, and upon these they must either pay duty, or get them made in the country. They will have to expend a large amount of money in equipping their workshops, and there is no exemption in the case of the articles required for that purpose.

As a native and a representative, I feel as deep an interest in the welfare and interests of the people of Prince Edward Island as the Hon. Mr. Haythorne; and I feel certain that the electors are capable of understanding the nature of the bargain, under the proposed agreement, which fixes the cost of the road at a definite sum, to be paid entirely in lands and money obtained from the sale of lands by the Government.

This provides for the building of the road without calling upon the taxpayers of Prince Edward Island to pay one dollar for its construction.

Another Objection Removed.
THE news that the Canadian Pacific Railway Contractors will fit out the Railway with Iron Bridges and Steel Rails, and that they understand and accept the standard of the Union Pacific Railway as finished in 1873, to be the standard by which they are to be governed in its construction, effectually removes and puts beyond doubt another of the objections to the Contract, over which Mr. Davies labored in the might of his strong imagination.

MASONIC.
Monday last, 27th December, being St. John's Day, the Brethren of St. John's, Victoria and King Solomon Lodges, A. F. & A. M., met together at their Lodge Room, Masonic Hall, Water Street, for the purpose of installing the officers elect of their several Lodges for the ensuing year. The following are the officers of St. John's Lodge, No. 1 A. F. & A. M.:—
Thomas A. McLean, W. M. (re-elected).
John A. Rowe, S. W.
Robert Young, J. W.
A. N. Large, Treasurer (re-elected).
John G. J. Weldon, Secretary (re-elected).
Ven. J. H. Read, D. D. Chap. (re-elected).
F. S. Longworth, S. D.
Alex. Horne, J. D.
H. J. Worth, S. S.
Alex. J. McLean, J. S.
Robert B. Huestis, Organist.
Nathaniel N. McDonnell, I. G.
James Dollar, Tyler.

VICTORIA LODGE, No. 2.
N. Campbell, W. M.
A. H. B. Macgowan, S. W.
P. Lea, J. W.
W. R. Watson, Treasurer (re-elected).
J. A. Lawson, Secretary do.
Rev. J. M. McLeod, Chap. do.
C. F. Yates, S. D. do.
F. S. Chandler, J. D.
S. Grey, S. S.
P. M. W. H. Findley, J. S.
E. F. Purdy, Marshal (re-elected).
P. M. A. McKenzie, Organist (re-elected).
M. Waddell, I. S.
J. Dollar, Tyler (re-elected).
KING SOLOMON LODGE, No. 9.
P. A. Carvell, W. M. (re-elected).
C. J. Clark, S. W.
A. W. Holroyd, J. W.
W. H. Atken, P. M., Treasurer (re-elected).
W. R. Borcham, Secretary.
Rev. Alfred Osborne, Chaplain (re-elected).
John T. Crockett, Senior Deacon.
R. A. Cox, Junior Deacon.
W. J. Miller, Organist.
J. Dollar, Tyler.

SHIPPING INTELLIGENCE.
Halifax, Dec. 28th—arrived schr. Swan, Skinner, from Charlottetown. Sailed on same date, Louise (from New York) for Georgetown.
Bordeaux, Dec. 22nd—sailed barque Claribel, for Baltimore.
Plymouth, Dec. 14th—arrived brig. Annie, Davis, from P. E. I.
Bardoees, Nov. 26—arrived Isabel, from Montague P. E. I.
Pernambuco, Dec. 12—Bark City of Charlottetown, from Pariba for Liverpool, got ashore in leaving port and remains; must discharge cargo before she can get off.
Liverpool, Dec. 13.—The master of the brig Retriever, of Aberystwith, who was a passenger in the Polynesian (s), from Boston, states that he sailed from Madeira in ballast for Charlottetown (P. E. I.), and was wrecked at New Harbor on Nov. 21.
Queenstown, Dec. 15—John F. Robertson, M'Arthur, from Prince Edward Island (oats), arrived here, lost both anchors and chains in a snow storm off Cape Jack. She reports that on Nov. 28, 45 N, 52 W, passed barque Mogul, waterlogged and abandoned, with foremast and maintopgallantmast gone, and nothing set but mizenstaysail.

NOTICE!
THE Members of the Tremont Fire Engine Company are requested to meet at their Engine House THIS (THURSDAY) EVENING, at half-past seven, to receive yearly pay.
R. SCOTT, Sec'y.
Ch'town, Dec. 30, '80.

BANK STOCK.
I WILL sell at AUCTION, at my Sale Room, Queen Square, on FRIDAY, 7th January, at 12 o'clock.—
15 shares in Bank of P. E. Island,
15 shares in Union Bank P. E. Island,
5 shares in Merchants Bank P. E. Island.
WILLIAM DODD, Auctioneer.
Dec. 29, '80—eod

TELEGRAPHY!
A CLASS will be formed about the last of January, 1881, at the Charlottetown Business College. All persons wishing to join must file their applications (written) previous to that date. Terms, tuition, hours, &c., on application to
L. B. MILLER, Principal, Post Office Box 136.
Ch'town, Dec. 29, '80.

ENGLISH AND FOREIGN Newspapers, Magazines, Reviews, &c.
NOW is the time to subscribe for 1881. Orders made up every mail. Apply at HARVIE'S BOOKSTORE,
Dec. 29, '80—tf Queen Street.

DIARIES FOR 1881.
A CHOICE ASSORTMENT JUST RECEIVED AT HARVIE'S BOOKSTORE.
Dec. 19, '80—tf
THE place to get your Printing done is at the EXAMINER PRINTING OFFICE.

CLEARANCE SALE OF GENERAL DRY GOODS!
-AT-
TREMAYNE & METCALF'S,
88 QUEEN STREET.

CHRISTMAS ENTERTAINMENT!
DON'T FORGET THE ENTERTAINMENT, ON
Thursday, 30th December,
—IN THE—
B. C. Church, Prince Street,
By the Choir and Sunday School, assisted by several ladies and gentlemen.
A choice programme, consisting of Solos, Duets, Quartets, Glee, Choruses, &c.
The Committee expect this to be the best Entertainment they have ever held.
Entertainment will commence at 8 o'clock, sharp. Don't fail to secure tickets.
Admission 15 cents; two for 25 cents. Children 10 cents.
Dec. 24, 1880—31 ftu th

SALE POSTPONED
Y. M. C. ASSOCIATION.
THE ANNUAL SALE
—OF—
NEWSPAPERS & MAGAZINES
WILL TAKE PLACE ON
Thursday Evening, the 30th December,
AT HALF-PAST SEVEN O'CLOCK.
By order,
F. S. MOORE, President.
Dec. 23, 1880—

POSTPONED!
THE OPENING OF THE CITIZEN'S SKATING RINK has been—owing to the weather—postponed until
Thursday Ev'g, 30th inst.,
AT 8 O'CLOCK.
G. W. WAKEFORD, Secretary.
Dec. 27, 1880.

Life Among the Hills!
—OR—
COLORADO IN 1880.
J. H. FLETCHER, Esq., will deliver the first of two Lectures on the above subject, in the Hall of the Y. M. C. A., under the auspices of the Ladies' Social Committee on New Year's Eve (FRIDAY, the 31st inst.) The second Lecture on the same subject will be given in the Market Hall on WEDNESDAY, the 10th JANUARY, before the Ladies' Temperance Benevolent Society. Funds to go to the relief of the poor. The first Lecture will give a description of the physical appearance of Colorado—peculiarities of the country—characteristics of the people—mineral industry—moral status of society—life in mining camps, &c.
Parties wishing to hear all about Colorado should attend both Lectures.
Admission 25 cents. [de 28

FLOUR!
Kent Mills, Superior Extra.
FOR SALE HERE, or on Cars at Georgetown. Apply to
JAMES BROWN & CO.,
Water Street, Ch'town.
Dec. 28, '80.
P. E. Island Railway.
TENDERS FOR SLEEPERS.

SEALED TENDERS, marked "Tenders for Sleepers," will be received by the undersigned at the Railway Office, Charlottetown, until 6 p. m., SATURDAY, the 8th January, 1881, for the undermentioned Sleepers:—
Between Georgetown and Mt. Stewart, 13,000
" Mt. Stewart and Ch'town, 13,000
" Mt. Stewart and Souris, 6,000
" Royalty Junction and S' Side, 18,500
" Summerside and Tignish, 40,500
Forms of Specification and Tender can be had on application at any of the Railway Stations, or at the Railway Office, Charlottetown.
L. B. ARCHIBALD, Superintendent.
Railway Office, Charlottetown, Dec. 24, 1880
6i, pat pres her ar ne sp sj kca pio till date

Buffalo. Buffalo.
A SPLENDID LOT OF BUFFALO ROBES, lined and trimmed.
A few JAPANESE ROBES.
BEER & SONS.
Dec. 1, 1880—1m

Wants, Lost, Found, &c.
WANTED—A purchaser for a Pony three years old—dark grey—good roadster, gentle in harness, and sound. Apply at the EXAMINER Office. [de 28 5i
TO LET, for Dancing Assemblies, Public Meetings, etc., Allin's Hall. Apply to W. KENNEDY, at "The Confectionery." [de 16 6i eod
TO LET—Shop and Dwelling House on Great George Street. For particulars apply to E. McDOUGALL. [de 14 tf
WANTED—By a competent person, employment for the winter to make up books and accounts. Apply at this office. [de 1

Charlottetown, November 18, 1880.