The Syndicate Contract

Mr. Hackett's Speech.

Mr. HACKETT.—I rise to make a few remarks on the important question now before the House. As representatives from the several Provinces have already spoken on the question, I think it is but right that a voice should be heard from Prince Edward Island. I fully agree in the view that this is one of the most important questions that has ever engaged the attention of this Parliament, and as such it is entitled to full treatment. I feel that I should not be doing justice to myself or my constituents were I to fail to give the reasons which will guide my vote on this question. It is contended by hon. gentlemen opposite that the propositions now before the House by which we are to give the Syndicate for the building of the Canadian Pacific Railway $25,000,000 in cash and 25,000,000 acres of land, together with the road when built, will be ruinous to the country, that it would be equalled in its disastrous effects only by the National Policy. On the contrary, I am of opinion that these propositions are the most favorable to Canada that have been submitted for the building of this road. As I intend to support these resolutions I think I should briefly give my reasons therefor. The antecedents of this question are well known to the people of this country. When British Columbia was admitted into Confederation, one of the terms of the Union was the building of a railway across the continent, connecting the railway system of Canada with the Pacific seaboard. This was not considered altogether necessary in the interests of British Columbia, but it was considered necessary for the purpose of more closely binding together the different parts of this Dominion, and also for the purpose of perpetuating British interests and sovereignty on the northern half of this continent. From the very inception of this undertaking it was considered best in the interests of Canada, and for the purpose of avoiding taxation, that the road should be built by a private company, subsidized by money and land, and be operated as a private enterprise. With this object Parliament, as early as 1872, placed at the disposal of the Government of that day, led by the present leader of the Government, 50,000,000 acres of land and $30,000,000, and authorized them to charter a company. This was done. A company was chartered having at its head a gentleman of high financial standing in Canada. That gentleman proceeded to England for the purpose of getting British capitalists to invest in it. After remaining in that country some time and making fruitless attempts to induce British capitalists to embark in the building of that road he had to return to this country and surrender its charter. About the same time the Government had resigned and a new administration was formed by the hon. member for Lambton (Mr. McKenzie). The Government endeavored as best they could to carry out the scheme of the preceding Government and yet, to-day we find hon. gentlemen who composed that Government are opposed to the building of this road, and their emissaries in all parts of the Dominion are endeavoring to stir up the people against it. The legislation of the Government in 1874 provided that this railway should be built from Lake Nipissing to the Pacific. The hon. gentleman who formed that Government and his supporters in Parliament, voted to place upon the Statute Book, a law authorizing the Government to offer the capitalists of the world a certain subsidy in cash and land for the building of the Canadian Pacific Railway, and also authorizing them to build the whole of that railway from Lake Nipissing to the Pacific seaboard, including several branches. But, to-day, we find those hon. gentlemen rising here in this House and saying that this is a mad scheme, that it would ruin this country to undertake this work in the way proposed. They say, to-day, that we should not build either the Lake Superior or the eastern section or the section across the Rocky Mountains, and that to do so would be a useless expenditure of public money. Now, with regard to the Act of 1874, which provided that offers should be made to any company for the building of the road, that those offers should be $10,000 in cash per mile and 25,000 acres of land per mile, with guaranteed interest of 4 per cent upon bonds for the amount required. The Government prepared maps and profiles of the country, and after expending a large amount in surveys, and advertising for offers in all the leading papers of the world, not one single offer was made. But did they abandon the enterprise? No. While they were negotiating in this way with foreign capitalists they were authorized by the same Act to go on and build the Pacific Railway as a Government work, and we accordingly find them expending large amounts of money in the prosecution of this work. We find them giving contracts from Thunder Bay westward, and from Selkirk eastward, and terminating in the wilderness at each end. We find them building the Pembina Branch and sending steel rails to British Columbia, thus acknowledging the obligation to that Province of building the road, and in fulfillment of the Carnarvon terms to spend $2,000,000 per annum in British Columbia. This was the state of affairs in 1878 when the present Government came into power. They found that the late Government had expended large amounts of money, that they had expended $18,000,000 for the building of the Canada Pacific Railway. They had entered into large contracts and made it necessary for the present Government to expend still larger sums. They went on. They had to contract for the construction of the intermediate link of the road from Thunder Bay to Selkirk, and they had to complete the Pembina Branch, and they had, as contemplated by the Carnarvon terms and to keep faith with British Columbia, to commence the road in that Province. Such was the action of the present Government, and they continued in the same course and endeavored to find a company to build and operate this road according to the expressed policy of Parliament. I am glad to find they have been successful. I heartily supported the Government in 1879, when it asked for 100,000,000 acres in the North-west, for the purpose of building the Canadian Pacific Railway. It was thought only proper that this railway should be built by means of the land in the great North West, which would be increased in value by its construction. The Government have succeeded in negotiating the contract embodied in the resolutions before us. These resolutions contemplate giving the Syndicate $25,000,000 in cash subsidy, 25,000,000 acres of land, and the portion of railway at present constructed and under contract. I look upon this scheme as largely in the interest of Canada. Not only does it utilize a large portion of the lands of the North-West, but it will relieve us of the necessity and expense of running the road after it is constructed. But hon. gentlemen opposite say this is not in the interests of Canada; that it is going to increase the taxation of the country; that if ratified, it will be ruinous to Canada. Now, how can we arrive at a conclusion with regard to this contract? How can we say whether it is a good or a bad scheme? Only by comparing it with former schemes for the building of this railway. The hon. gentlemen opposite say the lands have now advanced to a high value. What do they say? Last year, in the House, hon. gentlemen would rise and decry that country, saying that the lands were of no practical value, and did not afford a suitable field for settlement, and that if emigrants went in there, they should get the lands free. When the right hon. gentleman made this statement with regard to the value of those lands, he stated it approximately at $3.18 an acre; but the Leader of the Opposition scouted the idea, censuring the estimate as an erroneous one, arguing that the real value was only $2.10 an acre. Now, we find the thing has completely changed. That hon. gentleman accepts the statement of the right hon. gentleman which he then characterized as erroneous, as the basis on which to discuss this question. What are the facts? They say those lands are increasing in value; that a very large expenditure has been made in the North-West, and that intending emigrants are now attracted to that country, and, as a natural consequence, the lands are worth more than formerly. I am free to admit that they are attracting a great deal of attention; but all these were very important factors in increasing the value last year—the same agencies were at work; we were then expending money largely, delegates were there from the old country, yet still hon. gentlemen opposite contended that the lands were of no value whatever. With regard to the present scheme, there have been two others for the building of this railway, and we can only arrive at a sound conclusion in relation to it, by comparing it with those others. The value of the land some years ago was reasonably considered $1.00 an acre. I am quite willing to admit with the Opposition that they have been increasing in value. Taking all these circumstances into consideration, I put that increase at one hundred per cent. which I shall assume in making my estimate with regard to this contract, fixing the value at $2.00 to-day. I am sincerely of opinion they are worth that figure. What do we find then? Under the Allan scheme which hon. gentlemen opposite denounced, stating we might as well expect to build the road for $10.00 as by that scheme, the company was to receive a cash subsidy of $30,000,000 and 50,000,000 acres of land worth $2.00 per acre, or a total amount of $130,000,000. We will next take the scheme of 1874, which received the support and approbation of hon. gentlemen opposite, then on the Treasury benches. It proposed to give $10,000 cash per mile for, say, 2,700 miles; that would be $27,000,000. Then they give 4 per cent. on a certain amount of the company's bonds, as to which amount it is very difficult to arrive at a conclusion. We know an offer was made of $7,500 a mile and accepted by the late Government, which might be taken as a fair offer. But I am quite willing to reduce that a hundred per cent again, and to take the interest on the amount for twenty-five years, which would be $10,000,000. Then we have 54,000,000 acres of land worth, say, 1$08,000,000; that would make a total of $145,000,000. What have we under the present arrangement? We have $25,000,000 cash subsidy and 25,000,000 acres worth, probably, $1[illegible]4,000,000 an amount about equal to the estimate of the cost made by Mr. Fleming. It will thus be seen that the present arrangement is $27,000,000 better than that of the late Government, which they could get no party to accept. Believing that a fair basis of calculation, and that the land is worth $2.00 an acre, I contend that this is the best scheme ever submitted to Parliament, and consequently should receive the support of all parties. What is the next objection made to this bargain? That the standard of the road is a low one. It is said the Union Pacific Railway road as first constructed is that taken for the Canada Pacific Railway under this contract. This is correct. But when was the Union Pacific Railway first constructed? Hon. gentlemen opposite say in 1869 the junction was made with Central Pacific Railway. I am of contrary opinion, believing the Union Pacific Railway could only be called first constructed or completed when taken off the hands of the contractors by the United States Government in 1873. I find the present Syndicate are prepared to accept that as the standard, and I think there need be no fears therefore of our road not being first-class. Another guarantee of this fact is that it will be worked by themselves, for their own benefit; and it would not be to their interest to construct a flimsy road, as its maintenance of thousands of miles would eat up all their profit. Another objection is that the Syndicate will be allowed to import their materials free of duty. I cannot see why that clause should not be accepted. Hon. gentlemen opposite have very suddenly become friends of the National Policy when they say this clause is inconsistent, arguing that in the interest of the manufacturers and iron masters, it is not right to admit those articles free of duty. We know very well what sympathy those members have for the manufacturers—that if they had held the reins of power up to the present, there would not be a manufacturing interest in the country; and when we find they have suddenly become seized with such good feeling towards the manufacturers, we can only conclude their sentiments are not genuine, but simply put forward for effect. Another great cry raised by hon. gentlemen opposite is that a very large area is being given to those contractors, 25,000,000 acres; that the Syndicate will be a vast monopoly which will hold those land long, in the end introducing landlordism. I have no fear of this result. We know that every alternate section of one square mile is to be held by the Government, so that while the Government holds its land, and we now know there are 170,000,000 acres of arable land, besides the amount given the contractors, there is no danger of the Syndicate being able to charge the emigrants too high a rate for land. But what was done by the hon. gentlemen when they were in power? They offered 54,000,000 acres to a company to build this railway, two thirds of which were to be held by the Government, the other third being consigned to the contractors. Those blocks were twenty square miles in extent, much larger than the present. How do the hon. gentlemen reconcile the pledges they made when they were in power with the granting of 54,000,000 acres of land to a company, the Government retaining control of two thirds, and the other third becoming the absolute property of the contractors, to do with them as they chose? There is no difference in principle in the two cases. In the one case, the contractors had absolute control of 18,000,000 acres of land; in the present case, only 7,000,000 more acres are given, and yet these hon. gentlemen exclaim against landlordism, and speak of the huge monopoly we are about to create in the North-West. As I said before their conduct is utterly inconsistent, and they are acting simply for the sake of effect. It has also been stated by some hon. gentlemen that a state of affairs would prevail in the North-West similar to that which obtained in Prince Edward Island. I think I know something of the state of affairs on the Island, and I say that the conditions are entirely different. In the North-West Territory there is a large area of land something like 175 or 200 millions in the possession of the Government, in addition to the land which is to be granted to the Syndicate, and there is no doubt that those who immigrate into that country will settle upon those lands which are most easy of access. Prince Edward Island, on the contrary, is a small province with a limited quantity of land; when the immigrants arrived, their means were generally exhausted, and as there were no free lands, they were obliged to take the lands on lease, and they did so, as their descendants did after them. It was not that way that the landlordism of Prince Edward Island was introduced—the area was small and there were no free lands in the Province. I wish to make a remark or two with regard to the effect of the contract upon that Island. There has been a good deal of agitation there against the ratification of the contract. An hon. gentleman who occupied a prominent position in that Country—a Dominion Senator from that Province—immediately that these resolutions were laid on the Table, became suddenly possessed of a mania to get up an agitation. With all the enthusiasm of a young advocate, and all the fiery ardor of a Parnell, he rushed into print and issued a manifesto to the people of the Island. That manifesto occupied a prominent place in the Opposition press of Prince Edward Island, and the hon. gentleman hastened away from Ottawa immediately afterwards, and endeavored, with the aid of my colleague in the House, to start up an agitation. The language of that manifesto is not such language as we should expect from a statesman or a true Canadian; on the contrary they fire the words of a demagogue and an advocate. I will quote what is said with reference to the Prince Edward Island Railway:

"But the Railway debt rapidly accumulating beyond the ability of the Island to sustain, compelled your local Government two years later, to apply for admission to the Dominion, thus staving off the present difficulties by the sacrifice of the independent constitution you had enjoyed for one hundred years."

Here we find that a gentleman who occupies a seat in the Senate of his country is appealing to the honest feelings and prejudices of the people of the Island, before he himself had any opportunity of fully understanding the provisions of the contract, and he endeavors to stir up an agitation which will prove prejudicial to the interests of the Province. But, Sir, this hon. gentleman was the one who had a delegation to Ottawa, to appeal to the Dominion Government, when the debt of the Island was found to be beyond its resources; he was the first to lay violent hands on the constitution which we have enjoyed for 100 years. In an insane moment the people of Prince Edward Island placed him at the head of their affairs, but, true to the instincts of his party in the Province and in the Dominion, he forgot in office the pledges he made in Opposition. He not only carried out the policy of his predecessors with regard to the railway, but added to the obligation by building more than they had promised. After incurring a large debt, and endeavoring to see the debentures of Island and the markets of the world, he was compelled stealthily to go away from the Province in the night and knock for admission at the gates of the Dominion. It was well known to this hon. gentleman that this Dominion Government was pledged to the construction of the railway when application was made to enter the Union, and the hon. gentleman himself was glad to enter the Confederation, for he had his own little railway to get rid of. Three years before Prince Edward Island was admitted into the Union, the Dominion was pledged to the construction of the railway; that obligation was not placed on the shoulders of the people of the Island, by any vote of their representatives here—it was assumed by the delegation from the Island, of which he was a member. Taking $100,000,000 as a bonus and the population of the Island at 100,000, or one-fortieth of the Dominion, the obligation settled upon the people of Province amounts to $2,500,000. But the people of the Island lost confidence in the hon. gentleman's delegation and they sent another delegation to Ottawa who obtained very much better terms. If the terms which he had obtained had been ratified the people of the Island would have been reduced to beggary; but the improved terms were better than the other by $28,000 a year. What would be the effect of the present arrangement on the people of Prince Edward Island? Admitting that this road cost $100,000,000, now we pay about $23,000,000 cash, and a bonus of 25,000,000 acres of land to this Syndicate. The people of Prince Edward Island are relieved to the extent of $250,000 by this arrangement—one half their liability. Am I to be told that they, who had to construct their own highways, support their own schools, build their own bridges, and support their own churches, have got such an interest in the lands of the North-West that they will object to this arrangement? When I consider that the building of this Railway will open up the great North-West, that the circulation of money caused by the large expenditure of foreign capital to be invested in this road for the next ten years will help to build up the interests of the country and largely increase her prosperity, I believe it is in the interests of the whole Dominion, that this contract, which is the best that can possibly be made, should be ratified, and I will have much pleasure in voting for the resolution.

Prosecuting the Land League.

Land League prosecutions are cropping up all over Ireland. On Saturday no fewer than ninety-six summonses were served on six prominent members of the Maryborough Land League, charging them with Boycotting and intimidation. Their offence consisted of calling on shopkeepers and endeavoring to compel them to join the League. Five leaguers, charged at Tralee on Saturday, were returned for trial. Informations were sworn before the magistrates and warrants were issued for the arrest of eleven officials of the Kerry branches, among whom is a Catholic priest. The secretary of the Cork League and another member have been summoned for individual and distinct acts of intimidation. The Grand Orange Lodge of Ireland has forwarded a strong memorial to the Queen on the state of Ireland, signed by Lord Enniskillen, Imperial Grand Master. The memorial states that "in this portion of Her Majesty's dominions coercion and terrorism prevail which have become unsupportable and which must speedily drive every loyal and well disposed subject of Her Majesty out of the country unless put to an end. Murders, robberies and the sending of threatening letters are of daily occurrence and take place with impunity.' After declaring that the existing government has proved its inability to cope with the exigency of the case, the memorial humbly prays 'that Your Majesty will be graciously pleased to order that such steps may be taken as may be necessary to punish the evildoers and protect the lives and property of faithful and loyal subjects, that they may be able to live in peace and security under your beneficent sway." A letter has been received from the Secretary of the Home Department stating that the petition has been laid before the Queen.

The Rothschild's.

The Paris banking firm of Rothschild Brothers expired by limitation on the last day of September. It was reconstituted on the same day for 25 years. Its capital is fixed at 50,000000 francs ($10,000,000) contributed equally by the three partners, Mayer Alphonse James de Rothschild, 2 Rue Saint Florentine; Gustave Samuel James de Rothschild, 23 Rue Lafitte. The Rothschilds, when they received their patent of nobility, adopted as their device the words "*Industria, integritate, et labore.*" More than three-quarters of a century have elapsed since they assumed this motto, and they have always acted up to it. Each member of the house not only works for the common good, but is remarkable for his personal merits.

MISCELLANEOUS.

Tomasso Salvini, one of the greatest Tragedians of the day, is playing in Montreal.

It is stated that last year over $5,000 were contributed to the Methodist Foreign Mission by the New Brunswick and P. E. Island congregations

A Montreal lawyer says that Mr. Brooks, M. P., is generally looked upon by the members of the profession, as the most probable successor to the late Judge Dunkin.

The Calcutta correspondent of the *Times* says it seems that the plot to massacre the English residents of Kolapore was wild and certain of failure, but it was really seriously contemplated.

The Dominion Government has purchased a farm on Cole Harbor Road, Dartmouth, N.S., for the use of Indians, in this district. Several families have already encamped there and others will follow.

A constable at Montreal is said to have declined to arrest a man for beating his wife, giving as a reason that a husband had a right to punish his wife and he often beat his. That officer is a fit subject for the whipping-post.

A proclamation has been issued by Lieutenant-Governor Laird at Battleford giving effect to the order-in-Council passed on the 4th November last by the Governor General in Council granting aid to Public Schools in the North-West. It lays down the principle upon which the sustenation will be distributed.

The employes of the firm of John Macdonald & Co., wholesale dry goods merchants, of Montreal, have organized among themselves a mutual benefit and improvement society, Mr. Macdonald made the society a present of seven hundred dollars. The members in return presented him with a beautifully illuminated address in bookform.

For the last seven days the thermometer in Winnipeg has registered daily an average of from 15 degrees below zero maximum to 33 degrees below zero minimum, being the coldest spell ever experienced there. People, however, do no feel any inconvenience from it, owing to the absence of wind and the beautiful atmosphere.

A vigorous campaign against the Land Leaguers appears to have been instituted by the Imperial Government. On Saturday close upon one hundred summonses were served on prominent members of the Maryborough Land League, for compelling shopkeepers to join the league, and warrants were issued for eleven officials of the Kerry branches, including a Catholic priest.

DIPHTHERIA.—The ravages of this terrible disease we are compelled to note on every side. Our own town is suffering severely from the plague, and various parts of the County and Province are stricken down by the fell tormenter. In Arichat, C. B., the public schools have been closed, their being ten deaths in the town, from diphtheria, within four days.—*Truro Sun.*

A war of tariffs between Russia and Germany is just now one of the interesting features of European politics. It appears that within the last five years Russia has increased her tariff by 60 per cent., and inflicted proportionate injury upon the commerce of her western neighbour. What is worse than any mere elevation of the duties levied is the indicated intention of the Russian authorities to indefinitely detain German merchandise in the Custom house depots, and to exact absurd charges for the delay into the bargain. It is presumed that the German Government in return will propose a heavy duty upon Russian corn and raw material.

Loss of the "D. W. Hennesy."

HARDSHIPS OF THE CREW—ONE MAN DROWNED.

A despatch of the 9th ith inst., from Baltimore, says:—

The ship *Gustav Adolf*, which arrived at this port yesterday, brought the crew of the brig *D. W. Hennesy*, from Charlottetown, P. E. I., bound for Philadelphia. Capt. J. J. Hennesy, of the brig *Hennesy*, says that his vessel left Charlottetown on Nov. 20, with a cargo of potatoes. From November 20 to December 25, the trip was quite uneventful, but on December 26, when his vessel was about one hundred miles east by south of Cape Henry, she was struck by a furious storm of wind and hail. The vessel was lying to under a reefed main staysail when the gale burst upon her, but shortly that sail gave way and was blown to tatters. The sea meanwhile had hove the brig on her beam ends, shifted the cargo, smashed the cabin, and swept everything moveable from the deck, including the lifeboat. The water rushed with great force through the windows and doors and out again through the windows on the lee side, carrying destruction with it. The captain, having abandoned all hope, devoted himself to keeping the vessel from sinking. From four p. m., December 26th until noon, December 27th, all hands were kept at intervals at the pumps working for their lives. While at the pumps on December 26th, Alfred Landry was swept off by a huge wave. It was impossible to save him. About noon December 27th, the barque *Addie H. Cann*, Captain Haines, from Yarmouth, N. S., for this port, was sighted and signalled. The *Cann* manned two of her boats and sent them to the rescue. The captain and crew of the *Hennesy* were taken off and placed on board the *Cann*, where they received the kindest treatment. When the *Hennessy* was abandoned she had four feet of water in her hold. Captain Hennessy and his men were carried to the Patuxent River by the *Cann*, where they arrived on Tuesday of this week and were transferred to the Russian ship *Gustav Adolf*. The other members of the crew were George W. Hennessy, mate; Daniel Webster, second mate; James Hennessy, cook; and Thomas Langley and Frank Skinner, seamen.

Plague in Ireland.

A terrible outbreak of fever, said to have been imported in foreign flax, has taken place at Tandragee, in county Armagh. One hundred and nine persons are now prostrate. There are numerous deaths daily. Eleven persons were buried on Monday and thirteen yesterday. Tandragee is in about the centre of county Armagh, forty miles inland from Belfast harbor."

TERRIBLE SCOURGES.

Professor Doremus was asked by a *Herald* reporter this morning what he thought the fever might be. He said:—"It matters little whether the flax which contained the seeds of the disease was shipped from Manila, China, India or the Baltic provinces of Russia, the epidemic might arise from the germs of cholera, yellow fever or other diseases of a pestilential nature. Sometimes it is impossible to give a name to these scourges. The invariable symptoms first shown are chills followed by fevers of various type. The great plague which visited London in 1666 may be taken as an example. Physicians failed to class the distemper. It was taken to Holland in some bales of goods from the Levant, and thence to England, but how or by whom was never known to the public. The first case reported was in the parish of St. Giles' in-the-Fields. Every member in that household died. That was on the 20th of December, 1864 and in one year of the 600,000 souls in the town, 100,000 perished, many of them in the fields and highways, wandering from the town in ther distress and desperation, destitute and not knowing where to go, the villagers about refusing to shelter them or give them succor.

The Tandragee epidemic doubtless has a similar origin, and its effects are beyond conjecture unless physicians ascertain the full nature of the disease and find remedies with which to fight it.

In a brief commercial review of the past year the Orillia, Ont. *Packet* makes the following true and timely remarks:—"The year has witnessed the complete vindication of the commercial policy adopted by the Government. Not only have new manufactories sprung into existence, but those already in the country have been strengthened and enlarged in their operations. The West India trade, which had almost passed out of existence, is again an important factor in the commercial prosperity of the country. Contracts have been made with the Brazilian Government for a line of steamers between the Dominion and the Empire of Brazil. Our ocean ports have been visited by a larger number of vessels, with a greater aggregate of tonnage than ever before. Our farmers have happily enjoyed, on the whole, good crops, for which they have received fair prices. The increasing wealth of the country, and the consequently increasing purchasing power of the people, has added largely to our imports, while the exports have been so great as to leave the balance of trade in our favor. There are few men in Canada who at the close of the year do not realize that it has been for this country in its commercial and industrial aspects, one of great prosperity. It is a pleasure to walk about the streets of Orillia and contrast the bright and busy scenes of to-day with the gloom and dullness of two years ago."

SAD DEATH.—On Tuesday evening, 4th inst., a man named Richard Forbes, aged 55 years, residing at the Tatamagouche road, a few miles past the village of River John, was frozen to death while endeavoring to make his way homewards from the latter place on foot. He was a butcher, and had been with his son and nephew, to Pictou on Tuesday morning. At Pictou all three indulged in liquor somewhat freely. They arrived in River John Tuesday afternoon, and after staying about that place for some time, the deceased told the young men that he would walk on ahead, and they could pick him up on the road. On the road, however, they missed him, and his body was found frozen stiff a few days after, by a searching party.

LARGE SHIPMENT OF PORK.—The brigt. Swiftsure, which arrived from Georgetown, P. E. I., last week, was the only one of eleven vessels, which left that port almost at the same time, which reached her destination. One sinking at Arichat, another going ashore, and the rest putting back on account of ice. The Swiftsure made a fine run, being carried through the Gut stem first by the ice. She was consigned to Messrs. J. S. Maclean & Co. She had two hundred and forty-seven thousand pounds of pork, cured and in carcasses, and 10,5000 pounds lard, from the well-known packing house of Robert Bridges, Charlottetown, P. E. I., at which there have been put up over 2,000 barrels of pork last fall, all of which was sold in St. John and Halifax.—*Hx. Chronicle.*

NEWS BY TELEGRAPH.

OTTAWA NEWS.

OTTAWA, Jan. 21.

When Hon. Mr. McDougall rose to speak shortly before 11 o'clock, there were but few members in the House, and but a slight attendance in the galleries. As soon as the word went round that Mr. McDougall had the floor, the corridors and lounging rooms were soon cleared and the member for Halton had one of the largest and most attentive audiences of the session. His speech was one of the features of the Pacific Railway discussion. He handled the subject in masterly style, contrary to general expectations.

A division was not reached to-night.

It is generally understood now that it will take place on Monday night.

The remains of the late Mr. Keeler, M. P., left by train to-night for Colborne.

Dr. Howard, of Montreal, who is attending Mr. Mackenzie, states that the Hon. gentleman has no organic disease, and that with care he will soon recover.

The London Storm.

LONDON, Jan. 19.

An unprecedented hurricane and snow storm prevails, and has extended throughout a great portion of the Kingdom.

London is blocked with snow.

The Thames overflooded its Banks at the Surrey Shore.

The Parliament Houses are flooded, and communication is completely suspended throughout the Kingdom.

Great loss of life and property.

LATER.

LONDON, Jan. 19.

An unprecedented hurricane and snow storm prevails, and has extended throughout a great portion of the Kingdom.

Immense damage has been done to property.

The railways leading from London are snowed, and the passage of trains has been made impossible.

The aspect of London to-day is amazing. No one remembers any such scenes as are presented. They are almost indescribable. Vehicular traffic is entirely abandoned, and omnibuses and cabs have ceased attempting to run. The only method of transportation is by under ground railroad and on the elevated road on the Surrey side of the river.

The tide on the Thames is the highest ever known.

The docks, Blockfriar's Bridge, Lambeth and the southern districts of London, on the Surrey side, are overflowing through the violence of the gale and the unprecedented rise of the river.

Telegrams from all Provincial towns along the sea coast report great damage, numerous disasters to shipping and to property along the shore.

Some loss of life has occurred.

The damage by floods in the Thames is estimated at £2,000,000.

The storm is the worst experienced for twenty years.

The Thames has flooded the Parliament House. Many of the members were unable to reach Parliament, so that there was an exceedingly slim attendance. When the Speaker of the Commons wanted to open the session, there were so few members in their seats that the House narrowly escaped adjournment.

The Thames has risen on the Surrey or Southern side to a height of ten feet, flooding the entire districts. Houses have been invaded to such an extent that they are rendered uninhabitable, and hundreds of people have been made homeless.

Great damage has been done the poor sort of houses and there is danger of some being totally destroyed, the people taking refuge on the roofs and are in momentary terror lest their lives be lost.—The scenes are terrible.

It is still snowing at 3 p. m.

Reports from all parts indicate the storm to be the severest within the memory of the oldest living persons.

Railway traffic and telegraphic communication are almost completely suspended throughout the kingdom, and interruption has extended to the Continent.

At Yarmouth four vessels are ashore and fifty persons have been drowned.

LONDON, Jan. 21.

The loss of shipping in the storm proves immense. The loss of life is also great. At Yarmouth seven vessels were driven ashore and fifty lives lost, including six life-boat men.

At North Shields a boats crew of ten men were lost.

Several individuals overtaken by storm were frozen to death.

A passenger steamer which left Swansea for Bristol on Tuesday morning is missing.

A Great Storm in New York.

NEW YORK, Jan. 21.

The falling of thousands of telegraph wires throughout the City to-day, caused great inconvenience to business men and loss to various telegraph companies.

The Western Union people say that to-day's storm will cause greater loss to the Company than the one of the same kind which visited the city in January, 1873.

The Gold and Stock and Metropolitan Companies have also suffered severely.

SOUTH AMERICAN WAR.

LONDON, Jan. 21.

A despatch from Buenos Ayres, of the 20th inst., says the Chilians attacked and completely defeated the Peruvian army at Miraflores. General Pierola, President of Peru and Commander of the army, has fled.

The Chilian's occupied Lima without resistance on the 17th inst.

IMPORTANT SALE

—OF—

VALUABLE PROPERTY.

THE Directors of the CHARLOTTETOWN WOOLEN FACTORY COMPANY offer for Sale their Valuable Property situated on Spring Park. The property consists of One Acre of Land, with the Buildings thereon, Engine & Boiler. Shafting, Bolting and complete Heating apparatus throughout the whole building. The size of the Main Building is 80 x 50 feet, three stories high, besides basement, Engine House of Brick 50 x 30 feet together with a large Building attached and used by the Company as a Dyehouse. The Engine is 30 horse power and was built by Messrs. Montgomery & Sons, of Halifax, in 1871, and cost there about $2,600. The Engine and Boiler are in a complete state of repair and almost as good as new. There is about 60 feet of 3 inch Shafting together with the Hangers. The Main Driving Belt cost about $300 and is quite as good as new. The Steam Pipes for heating extends throughout the entire building and cost upwards of $1,000. There is a never failing Spring of water within a few feet of the factory, where a sufficient quantity can be obtained for any purpose required.

For further particulars apply to either of the undersigned.

HENRY LONGWORTH, President.
D. R. M. HOOPER, Director.
ALBERT SIMPSON, Secretary.

June 30, 1880.—oaw-wkly

NOTICE.

ALL PARTIES indebted to the Estate of the late Flora Johnstone are hereby notified to pay the amounts due by them to the undersigned; and all parties having claims against the said Estate, are hereby notified to furnish their accounts, duly proved, to me.

NEIL McLEOD,
Administrator *cum testamento Annexo.*
Charlottetown, 24th June, 1880—rg 3m [j25

SHERIFF'S SALE.

JOHN SINNOTT, Plaintiff,
and
DONA ARRIE, Defendant.

BY virtue of a Writ of Statute Execution to me directed, issued out of Her Majesty's Supreme Court of Judicature "under 8th Sec., 24th Vic. Cap. 5," at the suit of John Sinnott against Donald McQuarrie, I have taken and seized as the property of the said Donald McQuarrie, all the right, title and interest of the said Donald McQuarrie in and to all that tract, piece or parcel of land situate, lying and being on Lot or Township Number Twenty-nine, in Queen's County, in Prince Edward Island, bounded as follows, that is to say: Commencing on the shore of the eastern side of Dundas River, at the north-west angle of land conveyed to Alexander McQuarrie, and running thence north eighty-six degrees east along the said Alexander McQuarrie's north boundary line, until it meets the division line of Townships number twenty-nine and thirty; thence north along said line seven chains and five links, or to the south boundary of land now or formerly in possession of James Palmer; thence south eighty-six degrees west to the aforesaid shore; and thence along the same to the place of commencement, containing sixty-five and one-half acres of land, a little more or less, being the north moiety of one hundred and thirty-one acres of land held by the late John McQuarrie, by virtue of a certain Indenture of Lease from Lord Melville, bearing date the nineteenth day of December, A. D. 1836, and by the said John McQuarrie devised to the said Donald McQuarrie, together with the buildings and improvements thereon, and I do hereby give Public Notice that I will, on WEDNESDAY, the thirteenth day of July next, A. D. 1881, at twelve o'clock, noon, at the New Law Courts Building in Charlottetown, in Queen's County, in the said Island, set up and sell by Public Auction, the said property, or as much thereof as will satisfy the levy marked on the said Writ, being four hundred and ninety-two dollars and thirteen cents ($492.13), with interest on four hundred dollars ($400), part thereof, from the first day of September last past, (1880), at the rate of ten dollars per centum per annum, till paid, besides Sheriff's fees and all other legal incidental expenses.

JOHN H. GATES, Sheriff.

Sheriff's Office, Queen's County, 18th December, A. D. 1880. } [de 31 3i

WALTER A. O. MORSON, Plaintiff's Attorney.

HOUSEHOLD WORDS!

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Purity of Blood Essential to Health, Strength, and Long Life.

THE PILLS

surpass all other Medicines for Purifying the Blood. they are available for all as a domestic and household remedy for all disorders of the STOMACH, LIVER, KIDNEYS and BOWELS. In Congestion and Obstruction of every kind they quickly remove the cause, and in constipation and disordered condition of the Bowels, they act as a cleansing aperient.

For Debilitated Constitutions and all Female Complaints these Pills are unsurpassed—they correct all Irregularities and Weaknesses from whatever cause arising.

THE OINTMENT

stands unrivalled for the facility it displays in relieving, healing, and thoroughly curing the most inveterate Sores and Ulcers, and in cases of BAD LEGS, BAD BREASTS, OLD WOUNDS, Gout, Rheumatism, and all Skin Diseases, it acts as a charm.

Manufactured only at Professor HOLLOWAY'S Establishment,

533, OXFORD STREET, LONDON, and sold at 1s. 1½., 2s. 9d., 4s. 6d., 11s., 22s., and 33s. each Box and Pot, and in Canada at 36 cents, 90 cents, and $1 50 cents, and the larger sizes in proportion.

☞*Caution.—I have no Agent in the United States, nor are my Medicines sold there. Purchasers should therefore look on the Label on the Pots and Boxes. If the address is not* 533, *Oxford Street, London, they are spurious.*

The Trade Marks of my said Medicines are registered in Ottawa, and also at Washington.

Signed THOMAS HOLLOWAY.
533, Oxford Street, London.
Sept. 1, 1880.

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