

The Daily Examiner.

TERMS—FIVE DOLLARS A YEAR.

NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, SATURDAY, APRIL 21, 1883.

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ALMANAC FOR APRIL, 1883.

MOON'S CHANGES.
New Moon 7th day, 9h. 23m. a. m.
First Quarter, 14th day, 4h. 37m. a. m.
Full Moon, 22nd day, 7h. 14m. p. m.
Last quarter 30th day, 2h. 50m. a. m.

DAY OF WEEK	SUN	MOON	HIGH	DAYS
	ris	sets	water	len'h.
Sunday	5 44	6 24	1 51	4 57
Monday	42	24	2 31	6 21
Tuesday	40	27	3 7	7 34
Wednesday	38	28	3 40	8 33
Thursday	36	29	4 13	9 22
Friday	34	30	4 44	10 7
Saturday	32	32	5 18	10 49
Sunday	30	33	5 54	11 32
Monday	28	35	6 35	12 13
Tuesday	27	36	7 22	0 15
Wednesday	25	37	8 15	1 0
Thursday	23	38	9 13	1 48
Friday	21	40	10 14	2 41
Saturday	19	41	11 17	3 44
Sunday	17	42	12 19	4 56
Monday	16	44	1 21	6 11
Tuesday	14	45	2 22	7 15
Wednesday	12	46	3 18	8 7
Thursday	10	48	4 21	8 47
Friday	9	49	5 21	9 25
Saturday	7	50	6 21	10 0
Sunday	5	52	7 20	10 33
Monday	4	53	8 20	11 6
Tuesday	2	54	9 17	11 41
Wednesday	0	55	10 12	12 16
Thursday	4	57	11 3	0 53
Friday	57	58	11 49	1 35
Saturday	55	59	noon	2 21
Sunday	54	7	1 0 39	3 14
Monday	52	2	1 9	4 23

DR. MACLEOD
—HAS—

Removed his Office
TO HIS RESIDENCE,
NEXT DOOR TO ZION CHURCH,
South Side Queen Square.
Ch'town, March 6, 1883.—1m eod wkly

SULLIVAN & MACNEILL,
ATTORNEYS-AT-LAW
Solicitors in Chancery,
NOTARIES PUBLIC, &c.
OFFICES—O'Halloran's Building, Great
George Street, Charlottetown.
Money to Loan.
W. W. SULLIVAN, Q. C. | CHESTER B. MACNEILL.
Jan. 16, '83.

McLEOD & MORSON
Barristers & Attorneys-at-Law,
SOLICITORS, NOTARIES PUBLIC, ETC.
OFFICES :
Reform Club Committee Rooms, Opposite Post
Office, Charlottetown, P. E. Island.
Merchants' Bank of Halifax Building, Sum-
merside, P. E. Island.
MONEY TO LOAN, on good security, at
moderate interest.
Wm. McLeod. W. A. O. MORSON.
Nov. 24, '82.—pres her

JOHN MACEACHERN,
(Late of Italian Warehouse)
AGENT FOR
Royal Fire Insurance Company, of
England,
London & Lancashire Fire Insurance
Company, of England,
City of London Fire Insurance Co.,
of England,
HAS REMOVED
His Office to his New Building,
Cor. Queen and King Sts.—Up Stairs.
Ch'town, Dec. 7, '82.

Bank of Nova Scotia.
ESTABLISHED 1832,
Paid up Capital \$1,000,000
Reserve Fund 325,000
An Agency of this Bank will be opened on
Monday next, 19th inst., in the building
lately occupied by the Bank of Prince Edward
Island, under the management of the under-
signed.
Deposits will be received on interest, and
on current account.
Drafts granted on the various Agencies and
correspondents of the Bank.
Savings and other Exchange bought and
sold, and general banking business transacted.
D. C. CHALMERS,
Agent.
Ch'town, June 17, 1882.—4f

PARSONS' PURGATIVE PILLS
MAKE NEW RICH BLOOD,
And will completely change the blood in the entire system in three months. Any per-
son who will take 1 Pill each night from 1 to 12 weeks, may be restored to sound
health, if such a thing be possible. For curing Female complaints these Pills have no
equal. Physicians use them in their practice. Sold everywhere, or sent by mail for
eight letter-stamps. Send for circular. I. S. JOHNSON & CO., BOSTON, MASS.

DIPHTHERIA CROUP, ASTHMA, BRONCHITIS.
JOHNSON'S ANODYNE LINIMENT will instan-
taneously relieve these terrible diseases, and will positively
cure them in a few days. Information that will save
many lives sent free by mail. Don't delay a moment.
Prevention is better than cure.

JOHNSON'S ANODYNE LINIMENT (For Internal and Ex-
ternal Use). CURES
Neuralgia, Indigestion, New Lung Bleeding at the Lungs, Chronic Hoarseness, Hacking Cough, Whooping Cough,
Chronic Rheumatism, Chronic Headache, Chronic Dysentery, Cholera Morbus, Kidney Troubles, Disease of the
Spine and Lane Back. Sold everywhere. Send for pamphlet to I. S. JOHNSON & Co., Boston, Mass.

An English Veterinary Surgeon and Chemist,
now traveling in this country, says that most
of the Horse and Cattle Powders, sold here
are worthless trash. He says that Sheridan's
Condition Powders are absolutely pure and
immensely valuable. Nothing on earth will make hens lay like Sheridan's Condition Powders. Dose, 1 teaspn-
ful to 1 pint food. Sold every where, or sent by mail for 8 letter-stamps. I. S. JOHNSON & Co., Boston, Mass.

CHEAPEST, SAFEST, SIMPLEST
LIFE INSURANCE
IN THE WORLD.
The Dominion Safety Fund Life Association
OF ST. JOHN, N. B.
\$50,000 Deposit with the Dominion Government. Working
under Government License.
An Assessment Company with a Safety Fund. Life Insurance
at its actual cost.
Good Canvassers Wanted.
LEONARD MORRIS,
General Agent for P. E. Island.
Summerside, Oct. 28, 1882.—1y

FURNITURE, FURNITURE,
AT COST.
Opposite Post Office, Charlottetown.
BEDSTEADS, Chairs, Tables, Washstands, Sofas, Lounges, Parlor, and Drawing Room
Bedroom Suits, Looking Glasses and Mirrors, Window Furniture, Picture Frames and
Picture Mouldings.
JOHN NEWSON.
Charlottetown, Jan. 2, 1883.—1y

TO LET,
The Business Premises Known as
"83 Queen Street,"
Lately in the Occupation of R. W. Tremaine.
JAS. DESBRISAY.
Charlottetown, Dec. 29, 1882.—4f

THE EXAMINER
JOB PRINTING OFFICE
HAS LATELY BEEN REPLENISHED WITH
A Large Supply of Printing Types and Material
OF THE LATEST INVENTION AND BEST DESCRIPTION,
AND WE ARE NOW PREPARED,
Under the Careful and Skilful Supervision of Mr. J. W. Mitchell,
TO PRINT
BILL HEADS, LETTER HEADS,
BLANK CHEQUES, RECEIPTS,
NOTES OF HAND, POSTERS,
HAND BILLS, BODGERS, &c., &c.,
On Short Notice, in Good Style, at Cheap Prices.

PROVINCIAL LEGISLATURE, HOUSE OF ASSEMBLY. OFFICIAL SUMMARY. TUESDAY, April 17.

After recess,—
Mr. SPEAKER took the Chair at 10 p. m.,
when the debate was resumed.
Mr. BLAKE was of opinion that the
literal fulfilment of the Terms of Union in
this respect is not feasible. He would not
give away our claim for compensation for
non-fulfilment of the terms; yet an ex-
pression of opinion as to the best means of
keeping up communication would not
weaken our claim. The question cannot be
settled all at once. When the "Northern
Light" was placed on the route, it took
considerable time to show what she could
do. She has done fairly well, but there
should be two boats. There should be a
boat at the Capes, and houses built there
for the better accommodation of passengers
and crews. The matter is now fairly before
the Dominion Government, and as the
Railway is to be built to the Cape, there
will not be so much reason to find fault in
the future. He considered that the
Government have urged the claims of the
Island well, and have used every argument,
if the Dominion continue to neglect, it will
be the duty of the Legislature to lay the
matter before the Queen. The project of a
tunnel is not feasible, the cost of building
it would not be warranted by the state of
the country. Political parties should unite
in insisting upon the carrying out of the
Terms of Union. Although times are not
in Charlottetown as we should like, still
he failed to see where the ruin and desola-
tion, pictured by Mr. Farquharson, exist.
The National Policy had not been as great
a benefit to this Island as to some other
places; but it has created a home market,
and we obtain a good price in Nova Scotia
and New Brunswick for everything we raise.
When winter communication is improved
and made more perfect, we shall have a
larger and more remunerative market. We
can then ship oftener, and avail ourselves
of higher prices. Neither could he admit
that ruin and destruction had followed in
the track of the Railway. The great anti-
Confederate party were only a few months
in power, before they were found suing
for admission into the Union. The people,
however, had more confidence in the Rail-
way men, and returned them to power, and
they obtained very much better terms.
Since Confederation is an accomplished
fact, our duty is to assist in cementing it,
rather than in depreciating and ridiculing
it. When the Opposition do succeed in
getting into power, they never hold it very
long. They find fault that our claims were
not presented properly; but what did they
ever do themselves? It is, no doubt, only
a question of a very short time before our
claims will be satisfactorily adjusted. He
considered the present Government the
best suited to carry on the business of the
country, and he trusted that they would
succeed in inducing the Dominion Govern-
ment to carry out the Terms of Union.

Mr. MARTIN said party politics should be
sunk upon this question, and we should
unite in impressing upon the Dominion
Government their obligation to fulfil the
Terms of Union. Our claims should be
presented firmly and strongly. What the
result of the labors of the Committee now
receiving evidence at Ottawa may be, we
know not, neither are we aware what mean-
ing may attach to the words "under consid-
eration." He trusted that the Government
will take such steps as will lead to this
Province receiving justice at the hands of
the Dominion Government.

Mr. J. R. McLEAN regretted that this
important question had not been more
strongly pressed during the last few years.
In his opinion the only means of securing
communication is by a proper line of
steamers running between Cape George and
Georgetown or Souris. The crossing at the
Capes may be greatly improved, and a bet-
ter class of boats provided, but no matter
what accommodation may be provided
there, and which will suit very well for the
convenience of passengers and mails, there
are no means of transport for freight. With
a boat from 700 to 1,000 tons, differently
constructed from the "Northern Light" on
the eastern route, the winter navigation of
the Gulf would be quite practicable, and
she could have crossed at least twice every
week this last winter. The distance between
Souris and Cape George is 29 miles, and
between Georgetown and Pictou 45 miles,
a railway could easily be constructed to
Cape George. After every reasonable effort
has been attempted and failed, he did not
consider it too much to look for and expect
a tunnel. It was a great inconvenience to
mercantile men that the "Northern Light"
ceased running so early. Thousands of
dollars worth of freight were left on both
sides, awaiting shipment. The advantage
to merchants of being enabled to lay in their
supplies once or twice every month would
be very great.

The House went into Committee of the
whole, Mr. Holland in the Chair.
Mr. SULLIVAN moved the following resolu-
tion :—
Resolved, That this House approves of the
action of the Government of this Province, in
urging upon the Dominion Government the ful-
filment, by the latter, of the Terms of Con-
federation, respecting the establishment and
maintenance of efficient steam service for the
conveyance of mails and passengers between
Prince Edward Island and the Mainland of the
Dominion, winter and summer, so as to place
the Island in continuous communication with
the Intercolonial Railway and the Railway
system of the Dominion, as well as in deman-
ding compensation by reason of the failure on
the part of Canada to perform such obligation;
and
Further Resolved, That this House recom-
mends that the Government of this Province
adopt such measures, as shall be necessary to
secure the fulfilment of the Terms of Union,
respecting such steam service, and the placing

of the aforesaid compensation at the disposal
of this Province.

Mr. PROWSE in seconding the resolution,
said there was great danger of this Province
accepting something in lieu of the Terms of
Union not adequate to the terms guaran-
teed us. He was prepared to accept a
much less sum than \$500,000 for a certain
number of years, so as to leave the question
open for those, who shall hereafter have
the management of affairs, to secure the
fulfilment of the terms. In his opinion
there is no way possible to carry out the
Terms of Union literally except by a tunnel.
He would never be one to induce the
Dominion Government to spend hundreds
of thousands of dollars in attempting to
fulfil the terms by impracticable measures.
The Terms of Union are literally carried
out so far as summer communication is
concerned, even though the boats are not
able to carry a dollar's worth of freight.
He condemned the advocacy of any particu-
lar route or system which is often dictated
by selfish motives. He had given his
opinion before the Committee at Ottawa,
that their investigation will do very little
good. He recommended the appointment
of a Scientific Commission composed of the
very best Engineers and experienced Seal
Hunters from Newfoundland, who would
report the best way, not of improving the
present means of communication, but of
fulfilling the Terms of Union. Once we
admit that the terms cannot be literally
carried out, we give away the whole case.
Let us demand the fulfilment of the terms,
if the Dominion say they cannot fulfil them,
then let them ask us what will we take
instead. The delegates had advocated, to
the best of their ability, the claims of this
Province upon this subject as well as the
Piers question.

Mr. J. R. McLEAN said a Board of
Engineers might be all very well, but the
testimony of experienced mariners would be
preferable. Every month of the year
we sail into Souris Harbor. The "North-
ern Light" is not fitted for the navigation
of the Straits, but is more adapted for
river service.

Mr. FARQUHARSON said the Government
have been remiss, and have not used suffi-
cient energy. Two boats on the same prin-
ciple as the "Northern Light" would ac-
complish a great deal.

Mr. McLEAN said we have nothing to do
with the mode by which the Dominion Gov-
ernment should carry out the Terms of
Union, they clearly undertook to give us
efficient steam communication so regular
that even the mails were to be transmitted
by that line. The present Dominion Gov-
ernment have done no more than the
McKenzie Government, who, in what they
did, considered they accomplished all that
was necessary, for had not Mr. McKenzie
said that they had done very well for the
Island, and had not Mr. Blake prepared an
extensive tabulated statement to show that
the contract with the Island is ruinous to
the Dominion? We have simply to insist
upon the performance of the contract by
the Dominion Government, and if they
cannot, let them say so, and then we will
demand an equivalent. This item of the
contract was looked upon as very important,
the promise of efficient steam service was
a great inducement to the people of this
Island to enter the Confederation, believ-
ing that the markets would be open to them
equally winter and summer.

Mr. MACDONALD said that the Georgetown
and Pictou route is the only one that has
proved successful in keeping up communi-
cation. The "Northern Light" first
attempted Charlottetown, but it proved a
failure. She was ordered to Cape Traverse,
but was never able to reach there. She
was directed to land at Cape George, but
failed. The only persons competent to
judge of the best points are those who have
been on the Gulf for a succession of winters.
The first winter the "Northern Light"
was on the route she was not as good a
boat as she is now, she was poorly con-
structed. There is no doubt that on this
route two boats can keep up regular and
steady communication with the Mainland.
In summer two boats are not considered
sufficient for the service, yet in winter we
are to suppose that one boat, constructed as
an experiment, will answer the purpose.
What is wanted are more boats and in-
creased power. The "Northern Light"
could be continued on the present route,
and an additional boat placed wherever it
may be proved that communication is
practicable. We should state what we require.
When the Railroad shall have been built
to Cape Traverse, we shall have very much
improved communication. A class of boat
like the "Northern Light" can do nothing
in crossing at the Capes. The Cape George
route is not practicable on account of pre-
vailing contrary winds. More benefit will
be derived from this agitation if we agree
to leave the question to the judgment of
experienced men.

Mr. McFADYEN said we had better get
the boats first, and select the points after-
wards. The shortest and best route is
between Murray Harbor and Cape George.
Murray Harbor is open all the year round,
but has the disadvantage of a sand-bar.
We should have two steamers of twice the
size and power of the "Northern Light."
Neither Pictou nor Georgetown are proper
points. In the very heart of winter, the
proper route is between Cape George and
Souris.

Mr. McKAY said it is the duty of this
Committee to press upon the Government
the necessity of taking the strongest means
of enforcing upon the Dominion Govern-
ment the fulfilment of the Terms of Union.
The Dominion Government have not exerted
themselves to carry out the conditions of
the compact. We should strengthen the
efforts of our Government, and be content
with nothing less than a full and complete
fulfilment of the terms. He did not ap-
prove of recommending a scheme. If we
do so and it fail, the Dominion Govern-
ment will turn round and say it was our
plan. We should insist upon the literal
fulfilment, and let the Dominion Govern-
ment find out the proper way. If they

say they cannot accomplish the fulfilment,
let them give us an equivalent therefor.

Mr. HOOPER said the Government should
be supported in endeavoring to obtain the
fulfilment of the Terms of Union. He
did not approve of recommending any
scheme.
Mr. CAMPBELL said when we went into
Confederation, it was generally conceded
that we should have exceptional terms.
First of all, because we possessed no Crown
Lands, secondly, because, on account of our
isolated position, we were not able to partici-
pate in the great Public Works of the
Dominion. To compensate for the former,
we were given \$800,000, and on account of
the latter, we received the guarantee of
continuous communication. These were
the chief means of inducing the Island to
enter Confederation. We surrendered cer-
tain rights at the time, and we should de-
mand that the Dominion fulfil their stipu-
lations. We should not dictate the route.
When they say we have entered into a con-
tract which we cannot fulfil, then is our
time to treat with them. The "Northern
Light" has failed to fulfil the Terms of
Union, after the lapse of ten years, we are
as far from having the terms fulfilled as we
were in 1873. Each successive Administra-
tion has failed, it is now time that our
people took decided action, and as a united
body demand the fulfilment of the terms.
Mr. SINCLAIR considered that the sub-
ject had been discussed long enough. He
would like to see a resolution introduced
which the whole House could agree to.
He accordingly moved, seconded by Mr.
Farquharson, that all between the words
"House" and "upon," in the first part of the
resolution, be struck out, and the follow-
ing words inserted instead: "Agrees that the
Government of this Province should strongly
urge."
Mr. SULLIVAN said that Mr. Sinclair had
been a member of the House of Commons
for five years, and what steps had he taken
upon this question? The present Govern-
ment have constantly been urging the mat-
ter upon the attention of the Dominion
Government. The Minute of Council of
31st January last, fully and completely ex-
hausts the subject. The main resolution
should be passed as it is true in every par-
ticular. Any member voting against it
must say that he disapproves of the action
of the Government, in pressing the matter
upon the Dominion.
Mr. SINCLAIR asked what was the Govern-
ment doing between 1881 and 1883. If
they were sleeping upon their rights. If
they support the question, it will justify the
Government in their delay.
Mr. SULLIVAN said that in 1882 there was
correspondence with the Dominion Govern-
ment upon the subject, which was sub-
mitted last session. For what purpose do we
elect members for the Dominion Parliam-
ent? Is it not to see, among other things,
that the Terms of Confederation are carried
out. During the five years of Mr. Sinclair's
term at Ottawa, he never gave a vote in the
interest of the Province even by accident.
The correspondence shows that the Local
Government have taken a deep interest in
the question, and have continually impressed
its importance upon the Dominion.
Mr. SINCLAIR replied that he had brought
this matter before the House of Commons
more than once.
Mr. BENTLEY said that it was not our duty
to point out any particular way in which to
provide continuous communication, but to
insist that the terms be fulfilled. British
Columbia had insisted upon the terms being
carried out, and had received something
handsome in lieu. If the Dominion make us
a good offer, we should accept it.
Mr. GILLIS said if we are aware of any
reasonable way in which continuous com-
munication can be maintained, we should
inform the Dominion Government, it would
not damage our case. British Columbia
pointed out the compensation which she
desired. The Capes route cannot be utilized
in summer for transport of freight. The
distance from Cape Tormentine to Moncton
is more than from Summerside. It
can only be utilized for mails and pas-
sengers, and it would be greatly improved
by the construction of sheds for the boats,
and waiting rooms for passengers. There
should be three classes of boats, for mails,
passengers and freight. A tunnel is prac-
ticable; still the object for its construction
is not sufficiently important to expect it
within our time. We need not expect it for
our trade.
The amendment was put and lost on
division.
Mr. BEER offered an amendment, to the
effect that the Legislature should petition
Her Majesty the Queen upon the question.
Mr. SPEAKER declined to receive the
amendment, the notice required by the
rules of the House not having been given.
Mr. BEER moved an amendment to the
effect that, in consequence of the Domin-
ion Government failing to fulfil the Terms
of Union, the contract of Confederation had
been broken. He said, if the Dominion
Government had paid any attention to the
frequent remonstrances sent them, he would
not have taken this action. Our interests
were being trifled with.
Mr. SULLIVAN said that the Dominion
Government may have failed in carrying
out the Terms of Union; but they have not
broken the contract. It required some
time for them to ascertain where the ferry
could be maintained. We cannot agree our-
selves, as to the proper route; how, then,
can we expect the Dominion Government,
without the intimate knowledge which we
possess, at a moment's notice, to settle the
matter.
Mr. FARQUHARSON asked, if the Dominion
Government have not broken the terms,
how can the Government apply for compen-
sation.
Mr. SULLIVAN—There can be a non-ful-
filment of the terms and yet not a breach
of them. That portion of the terms relat-
ing to continuous communication has not
been carried out, and we are entitled to
compensation for their non-fulfilment. To
constitute an absolute breach, they must
positively refuse to make any further at-
tempt, they must say "We have tried every