

THE DAILY EXAMINER.

MARCH 14, 1883.

Sectional Cries.

We notice that the Grit press, including the *Patriot*, are endeavoring to raise sectional cries on the ground that Prince Edward Island is about to receive exceptional consideration in regard to its wharves and piers. There is no justification whatever for cries of this kind. It is only proposed to place Prince Edward Island in the same position, with respect to piers, as other portions of the Dominion. We believe the following is a fair statement of how the case stands.

By the British North American Act, all piers as well as other works, named in Schedule B, belonging to Local Governments, became the property of the Dominion. Although, however, these works may have become Dominion property, it does not follow that the Dominion Government should maintain them unless they are useful for purposes of Foreign and Inter-Provincial trade.

The Government wharves or piers of this Province come clearly within this class of works. A large business in the shipment of oats, potatoes, and other produce, is carried on at them, and they are used for the importation of coal, lumber, limestone, &c., the products of the Dominion and other countries.

The Dominion Government has no legal right under the Act of Union to acquire or maintain any wharf or pier which was private or Municipal property before Confederation. But, nevertheless, large sums have been granted under special Legislative provision to supplement Municipal grants for wharf improvements in Toronto, Montreal, Quebec, St. John and other places, while new piers have been constructed where the interests of trade have demanded them—all the works being vested in Harbor Commissioners acting under Dominion Statutes.

We believe that we are correct in saying that the Dominion Government have, ever since Confederation, maintained the wharves or piers which became legally theirs under the British North America Act, and at which an interprovincial or foreign trade is carried on—the only exception to this rule being the piers or wharves of Prince Edward Island.

It follows, therefore, that in undertaking to maintain our piers or wharves, the Dominion is only performing an act of tardy justice to Prince Edward Island.

The great object of the *Globe* and its faithful satellite, the *Patriot*, in chronicling the success of the delegation, appears to be to start opposition in the other Provinces. The *Patriot* cannot conceal its delight over the "lively time" he thinks there will be in Parliament when the question comes up. We suppose that Mr. Blake will be at the front with a mass of fallacious figures to show that Prince Edward Island has received millions of dollars from the Dominion more than it has contributed. Mr. McKenzie will be on hand to show how well the Dominion has acted towards this Island and how faithfully the Terms of Union have been carried out. Behind his leaders, Mr. L. H. Davies will be found supplying them, and other Grit luminaries, with the balls which he himself dare not cast!

A Bad Excuse for Official Negligence.

The *Patriot's* defence of the Hon. David Laird, in regard to the maintenance of our piers, is as weak as it is long. The defence, boiled down, simply amounts to this: Mr. Laird is not to blame for neglecting in 1873 to have the piers of Prince Edward Island placed on the same footing as those of the other Provinces, because the Crown Law officers of the Owen Government did not contend that under the Act of Union the Federal Government should maintain these works. This defence is even less satisfactory than that last resort of sophists that "two wrongs make one right." It was the duty of Mr. Laird as our first Cabinet Minister under Confederation to see to it that the same interpretation of the British North America Act should apply to his Province as to the other parts of the Dominion. If his fault were a mere misapprehension of that Act, we would not feel it our duty to censure him. But, as a member of the McKenzie Government, he must have known that the piers or wharves in the other Provinces which belonged to the Local Government before Confederation were maintained by the general Government. Why did he not insist that the Hon. Mr. McKenzie, then Minister of Public Works, should take charge of the piers of Prince Edward Island first, as he was providing for those of Quebec? Mr. Laird's guilt does not consist in that he did not know the law, but that he allowed an interpretation of it to be applied to Prince Edward Island entirely different from that which guided the practice of the Government in the other Provinces. Every person knows that, in affairs of Government as well as in Commerce, when business is once started in any particular groove, it is not easy to change its course. Mr. Laird was trusted and paid to see that Prince Edward Island obtained a fair start with the other Provinces; but in, as in many other matters, he neglected his duty. He asks, why did not Mr. Pope when he became Minister obtain for the Island proper consideration for its wharves and piers? and adds that Mr. Pope "was always lionized by his supporters for being in his palmy

days much superior in ability to Mr. Laird." Everybody must see how bad Mr. Laird's case must be when he is obliged to take shelter behind Mr. Pope at a time when the dark cloud had already settled around that gentleman, and his powerful mind had begun to yield to the shafts of disease.

It is amusing to find this would-be great man, who has been in public life as a Legislator, a Minister and a Governor, declare as he does that a "pier" and a "breakwater" are synonymous terms, while a wharf is something very different. The ignorance which he displays on this subject should teach the people of this Island to look for some higher qualification than loud talk in the men they elevate to positions of responsibility. Is it any wonder that Prince Edward Island did not receive justice at Ottawa, when our Cabinet Minister did not understand that the words pier and wharf mean the one and the same thing. The *Patriot's* statement that the "piers" in Quebec, on the River St. Lawrence, are similar to the "piers or breakwaters" at Souris, New London, and other places on this Island, is entirely unfounded. The piers on the River St. Lawrence are simply used as landing places for steamboats and vessels, just as the wharves or piers in Charlottetown, Crapaud, Orwell, or Murray Harbor.

The Potato Bug.

We have already sounded a note of alarm on this subject. A few years since, when the Davies Government imposed a tax of \$36,000, indignation meetings were called throughout the land and the tax curse was denounced. But a greater curse is upon us—the dreaded Colorado Beetle, the Potato Bug, which has carried such devastation among the potato fields of the North American Continent, and which is watched with consternation and alarm by the nations of Europe lest it, perchance, might reach their shores.

Germany is a great potato raising country, and its Government has, very properly, been on the *qui vive* as to the potato bug. The remedy we proposed in a former article is that adopted by the officers appointed by the German Government. These officials watch for signs or symptoms of the bug, and in several instances, when the presence of the dreaded beetle was only suspected, the fields of growing potatoes were covered with straw, well saturated with kerosene oil, and set on fire, and the growers were reimbursed for the loss of their crops at the public expense.

The amount of the "tax-curse" was a mere bagatelle, compared with the loss the Island will annually suffer should the bug get the upper hand of our farmers. And, yet, the farmers are in a dormant or indifferent state of mind on the matter.

We observe that in several sections of the Island, leading farmers are asking capitalists to establish starch factories in their immediate localities. We wish to impress on the minds of the projectors, that unless the bug is stamped out, the manufacture of starch will soon become a matter of impossibility, as the cost of raising potatoes will be far above the price now paid at the starch factories; and any higher price than fourteen cents per bushel for potatoes will make the manufacture of starch here an unprofitable business.

Beet Sugar Manufactories.

All three of the Beet Sugar Factories, established a year or two ago in Quebec, are failures. The cause of their failure is the supineness of the farmers in the cultivation of the raw material. The sugar beet, it seems, requires more attention and work than the primitive French Canadians will give it. They prefer to grow crops which give them less work and less remuneration. It is said that but for the lack of raw material the factories would have paid well, and been, as they are in Germany and France, a benefit to the manufacturers and the farmers. As it is, the factories are to be converted into cane sugar refineries.

Lectures at New London.

A New London correspondent of the *Patriot* reports:—A. B. Warburton, Esq., lectured in the Court House on the 6th. Subject: "Scraps of Canadian History." It is seldom a New London audience is favored with so rich a literary treat both interesting and instructive. At the invitation of Park Corner Debating Society, D. C. Martin, Esq., M. P. P., delivered a lecture under its auspices in the Park Corner Schoolhouse, on Wednesday, the 7th inst. Subject: "Washington and his Times." The lecture occupied about an hour in delivery, and was listened to with wrapt attention. The discussion following elicited remarks very complimentary to the speaker. At the conclusion a cordial vote of thanks was tendered the learned lecturer for the able, exhaustive and instructive lecture which he had delivered; and a resolution was passed tendering the thanks of the meeting to Judge Alley, who had acted as chairman by special request.

German merchants are seeking a new outlet for their exports by establishing a regular line of steamers between Bremen Port Rico and Cuba.

Germany's relations with England are more satisfactory now than for many years past.

The Prince of Wales has disapproved strongly of the degradation of the Orleanist Princes.

Hon. Adam Crooks, Ontario's Minister of Education, sails for England on April 1st.

DOMINION PARLIAMENT

NOTES OF THE SESSION.

CANADA PACIFIC RAILWAY.

The Government under the contract made with the Canada Pacific Railway Company have undertaken to construct the line between Prince Arthur's Landing on Lake Superior and Red River, and between Savona's Ferry, at the foot of Lake Kamloops, and Port Moody in British Columbia. The Prince Arthur's Landing to Red River section is 432 miles in length, and is divided by the engineers for construction purposes into the following sub-sections—

	Miles.
Prince Arthur's Landing and Kamisti-quia railway	6
Grading contract, No. 23	324
" " " " " " " "	89
" " " " " " " "	41
" " " " " " " "	42
" " " " " " " "	15
" " " " " " " "	14
" " " " " " " "	5a
<b>Total</b>	<b>432</b>

THE FIRST SECTION.

The first named, though not ballasted at the date (Sept. 26, 1882) of the engineer-in-charge's report, is in fair condition for the passing of trains. The work of contracts 13 and 25 were reported complete in the previous year, but considerable extra work will be required, owing to the subsidence of many of the embankments caused by the swampy nature of the country through which the line passes. The works on contract 41A are reported as drawing near to completion. The track was laid throughout on the 25th August, 1881, and the bridging it practically completed.

CONTRACT 42 B.

On contract 42 B, satisfactory progress is reported. The rock-work, which was heavy, was finished early last summer, and by the 19th June the track was laid throughout. Several deep and wide ravines remain to be filled in. This it is calculated will be completed by the 1st October next.

Contract 15 has been transferred to the company, as also contract 5 A.

THE BRITISH COLUMBIA SECTION.

Turning to the British Columbia section, from Savona's Ferry to Port Moody, we find from the report that the section, which is 215 miles in length, has been divided for construction purposes as follows:—

	Miles.
Contract 63, Savona's Ferry to Junction Flat	424
Contract 62, Junction Flat to Lytton	284
Contract 61, Lytton to Boston Bar	29
Contract 60, Boston Bar to Emory's Bar	29
Contract 92, Emory's Bar to Port Moody	854
<b>Total</b>	<b>391</b>

Mr. D. O. Mills has all these contracts except the last, of which Mr. Onderdonk is contractor. On contract 60 the work is reported by the engineer-in-charge as almost completed. It is the heaviest in its nature of any yet undertaken on the Canadian Pacific railway. Contract 61 consists largely of rock excavation, but the work of grading is far advanced, the bridge work being left until contract 61 has the track laid so as to enable the contractor to transport the timber by train. On contract 63 no work has been done during the year. On contract 92 about \$270,000 has been spent, and everything is ready for a vigorous prosecution of that sub-section.

THE BRANCH LINES.

Turning to the branch lines, constructed and under construction, we find they are as follows:—

	Miles.
Sault Ste. Marie branch	118
Pembina branch	95
West Selkirk branch	29
Stonewall branch	22
Colville Landing branch	2
South-Western branch	164
<b>Total</b>	<b>391</b>

Of these the Government constructed the Pembina and Colville branches, 67 miles, and transferred them to the company. The others are under the Canada Pacific Railway Company's charge.

PEMBINA AND CALLENDER.

As regards the portion of road from Pembroke to Callender station, the engineer reports that the work of construction is drawing towards completion. While regarding the remaining portion from Callender station to Prince Arthur's Landing the Canada Pacific Railway Company, in their recent report, states that they have found a good location near to the shore of Lake Superior for that part of it, while at the Callender station end, and at the Prince Arthur's Landing end, the works of construction are reported by the engineer-in-charge to be in progress.

Among other matters of interest it is stated that an iron bridge for the Fraser river would be ready by January last. This bridge has one span of 300 feet, and two of 100.

CANADIAN NORTH-WEST.

THE third lecture of the winter course before the Young Men's Christian Association, will be delivered by

THE HONORABLE DAVID LAIRD,

IN THE

Y. M. C. A. HALL,

ON

TUESDAY, THE 20th INST.,

SUBJECT:

"The Canadian North-West."

Chair to be taken at 8 o'clock. Admission 10 cents.

HENRY SMITH, Secretary.

Ch'town; March 14, 1883.—dly 2i

FOR SALE OR TO LET,

THE House and Premises on Upper Gr at George Street, adjoining Mr. James Beales', and well known as Terpsichore Hall. Also for Sale, a superior Mason & Hamlin Organ—9 stops; cost \$225. Will be sold at a bargain.

Apply on the premises. E. BURRIS. March 14—2aw wds it wii

NEIL McLEOD, ESQ.,

Will deliver a Lecture, under the auspices of the Charlottetown Educational Institute, in the

Y. M. C. A. HALL,

—ON—

Friday, 16th inst.

SUBJECT:

"SAMUEL JOHNSON."

Doors open at 7.30 o'clock, p. m.; Lecture to commence at 8.

Tickets 10 cents, to be had at the door.

J. M. DUNCAN, Sec'y of Committee. Ch'town, March 14, 1883.—3i

TENDERS.

SEALED TENDERS addressed to the undersigned will be received by the Montague Hall Committee, up to the 23d day of April next, at 12 o'clock, noon, from parties willing to contract for the building of a Hall at Montague, according to plans and specification to be seen at Beer & Son's Store, Montague. The actual signatures of two good and sufficient securities to accompany each Tender. The Committee do not bind themselves to accept the lowest or any tender.

R. W. SPRAGUE, Sec'y of Committee. Montague, March 14, 1883.—dly 2aw wly 2i

New Scotch Bearded Wheat.

100 BUSHELS of this celebrated seed for sale. Apply to WM. HEARD. Ch'town, March 13, '83.—2aw wly 3i

SCHOONER FOR SALE.

THE Schooner "Lavinia Jane," 38 tons Register, now lying at Connelly's wharf, Charlottetown, will be sold by Auction, on Tuesday, 27th day of March, inst., at 2 o'clock, p. m. Sails and Rigging may be seen at Mr. A. Kennedy's. John McKay, owner. JOHN C. CLARKE, Auctioneer. Stanley Bridge, March 16, 1883.—wly li

SEED WHEAT, SEED WHEAT.

200 BUSHELS SEED WHEAT, "The Old 2 Fife," raised from seed imported last Spring. J. & T. MORRIS. Ch'town, March 12, 1883.—dly & wly 2i

EASTER

Congratulation Cards.

BREMNER BROS.

HAVE received this day a choice selection of NEW AND BEAUTIFUL Easter and Congratulation Cards, from the celebrated establishment of L. Prang & Co., Boston, and Marcus Ward & Co., London. March 10, 1883.—4i

HERRING.

All Labrador Herring.

100 Barrels } Extra No. 1.  
100 Half-Barrels }  
50 Quarter-Barrels, Extra No. 1.

100 tons Nut and Round Coal.

For Sale by the Subscriber, DAVID SMALL. Ch'town, Feb. 2, '83.—1m pat

WANTS, LOST, FOUND, &c.

LOST, in this City, on Friday evening last, a large sized Methodist Hymn Book. The finder will be rewarded by leaving it at this Office. [Mar 14 ii

WANTED to purchase a pair of nice Brass Andirons. Apply for six days at the EXAMINER OFFICE. [March 13

COAL—A few tons Anthracite Coal for sale at McMILLAN'S WHARF. [mar 8

WANTED to Rent or Purchase a small house and garden. Apply at this office. [mar 6

TO LET—A TENEMENT ON LONG STREET, in first-class repair, containing five Rooms and Kitchen, with Yard. Possession given immediately. Apply to MRS. THORNE, Spring Park Road. [mar 7 eod

TO LET—A two-story House, nearly new at present occupied by Mr. W. B. Morrison, situated on Pleasant Street, near the residence of L. C. Owen, Esq. Possession 16th instant. Apply to William Dodd. [mar 5

TO LET—A Dwelling House, on the corner of Prince and Dorchester Streets, containing ten rooms and shop, also convenient out-buildings. Possession given about the 15th March, instant. The premises are suitable for a Boarding House or Store, and are at present in the occupation of Mr. Hutcheson. For further particulars apply to Mrs. COSTELLO. [mar 3

TO LET—1st of April, a COTTAGE on the corner of Easton and Cumberland Street, now in possession of R. W. Tremaine, Esq. Apply to Mrs. J. D. Hazard, at the residence of T. J. Harris, Esq. [mar 3

TWO Gentlemen can be accommodated with Bedroom and Parlor. Board if required. Enquire at this office. [mar 3

TO LET—Immediate possession given of a desirable residence, situate on Upper Hillsborough Street. Rent low to a good tenant. Apply at the Merchants Bank of P. E. I. to Mr. F. S. Moore. [mar 17

TO LET—The Brick House on Powna Street, at present occupied by James D'Iving, Esquire. Possession, April 1st. Apply to Thomas W. Dodd. [mar 2aw

SIGN OF THE LION.

CHEAP GOODS

FOR 1883.

Paper Hangings.

Just opened—New Wall Papers, in great variety, from five cents to \$1.20 per roll. A lot of Rich Gilt Papers, imported last season will be offered at half price.

W. A. WEEKS & CO.

Linoleums and Floor Cloths.

Linoleums—the new Floor Cloth, soft and warm to the feet, has a carpet-like appearance, all widths.

W. A. WEEKS & CO.

Carpets.

English, Brussels and Tapestry Carpets, Hemp and Wool Carpets. If you are going to buy one try us first. We will give large discounts on these Goods.

W. A. WEEKS & CO.

Very Cheap Cotton Goods.

White Shirts, Furnitures, Cretonnes, Tickings, Sheetings, Towelings, Battings, Lace Curtains, Hollands, etc.

W. A. WEEKS & CO.

Mourning Goods.

Fine Wool Cashmeres, Crapes and Mourning Goods, carefully selected. Millinery and Sacque Fitting done on the premises.

W. A. WEEKS & CO.

Corsets.

The best makes, The Dermatoid are very popular. Never break. Ladies should see them.

W. A. WEEKS & CO.

GENTLEMEN will find Fresh New Goods, in Cloths and Tweeds, Linen Collars and Cuffs, Handkerchiefs,

London Hats,

Neck Wear, Underclothing, Gloves, Braces, Skirts, etc. A large stock of very fine Silk Handkerchiefs in hand.

W. A. WEEKS & CO.

New Teas.

We are selling large quantities. The quality is right and price low. Parcels of 5 lbs. and 10 lbs. very cheap.

W. A. WEEKS & CO.

Sail Ducks,

Flour Bags,

Cotton Warps,

Rag Matting.

7,000 yards, all widths. Also, stamped patterns.

W. A. WEEKS & CO.

COUNTRY DEALERS will find our Stock complete. We have a large reserve of Cotton Goods, Dress Goods, Wineys, Warps, Linen Threads, Buttons, Pins, Braces, etc., at low prices, to wholesale buyers.

W. A. WEEKS & CO.,

DIRECT IMPORTERS OF

DRY GOODS,

Sign of the Lion,

QUEEN STREET.

Ch'town, March 2, 1883.—wly

FREEHOLD FARM, Stock and Implements.

I AM instructed by Mr. JOHN CAMERON to sell

BY AUCTION,

at his residence, LITTLE YORK, six miles from Charlottetown,

On Monday, March 19,

AT ELEVEN O'CLOCK,

His very valuable Farm of eighty seven acres, conveniently situated, close by York Railway Station, and within two miles of Starbuck and Cheese Factories. This Farm is in a high state of cultivation, and well worthy the attention of intending purchasers. Terms for the Farm as sale.

HORSES.

1 Mare, in foal; 1 do., sired by "Royal Harry"; 1 Cart Horse, by "Gladstone"; 1 Cart Colt, by "Brown Stout"; 1 Foal by "All Right."

CATTLE.

1 Fat Cow (large), 2 Cows, in calf; 2 Grade Durham Heifers, in calf; 1 Grade Jersey Heifer, in calf; 1 Grade Ayrshire Heifer, in calf; 1 Yearling Bull (Durham). A lot of valuable Sheep.

FARM IMPLEMENTS.

1 Latest improved Reaper, (Kirby), 1 Buckeye Mower, 1 Improved Cultivator, 1 Broad Cast Seed Sower, 1 Wheel Rake, 1 Set Randall Harrows, 1 Iron Plough, &c., &c., 1 Truck Wagon, pole and shafts, 1 Driving Wagon, 1 Express Wagon, 1 Track Sulky, 2 Carts, 1 Horse Hay Fork (blocks and rope complete) and sundry other useful articles.

TERMS.—All sums under \$10 cash, over that amount credit until 1st day of November next on approved joint notes. Fat cattle 3 months.

A. McNEILL, Auctioneer. March 8, 1883.—wly 2i dly 12, 14, 16.

LONDON HOUSE.

Our Buyer Having Gone to England

TO PURCHASE OUR

SPRING GOODS,

In order to make room for them, we will sell

CHEAP FOR CASH,

Our surplus of Stock in hand, not wishing to carry over to another season.

Household Goods

OF ALL DESCRIPTIONS,

Carpets, Oil Cloths, Damask and Lace Curtains, Table Linen, Towels, Towelling