

STEAM COMMUNICATION WITH THE MAINLAND.

The Subject Discussed.

Our Legislators Unanimous

ON THE MAIN POINT

Determined to Press for the Fulfillment of the Terms of Union.

The Delegates Complimented On all Sides.

(Summary report of last night's Debate in House of Assembly.)

MR. SINCLAIR resumed the debate on the delegation correspondence. He said the House could not intelligently discuss the question without knowing what reply the Dominion Government would make to Earl Granville's despatch. In his opinion, the Dominion Government had not treated our Local Government as they should have done. In sending a despatch accompanying the memorial without acquainting them of the fact, the delegates acquitted themselves very well and put forth their arguments in a very forcible manner. Sir Charles Tupper tried to belittle our demands and endeavored to show that the Dominion Government had done their duty and had gone as far as reasonable persons could expect, and that we were not suffering any disadvantages whatever. He was very glad that the delegation had clearly exposed the fallacy that this Province receives more than it pays into the revenue. The Province will gain by their efforts in this direction. But what we have to do in this case is to hold the Dominion Government to the fulfillment of the Terms. It matters not which Party is in power in Canada, he believed our grievances would sooner or later be remedied. As to the proposed subway, there is nothing like it in the world, and it is vain to think that the Dominion Government will ever begin it themselves. He hoped the new corporation would undertake the work, though he had little faith that they would do so.

Hon. Mr. McLEOD thought the resolution very clearly and ingeniously drawn up. In case the Dominion Government find it impossible to have continuous steam communication by navigation, it is their duty to find some other mode of communication; and if they find this impossible, it is our duty to press for indemnity for failure in the future as well as in the past. The resolution stated this plainly. As to the reply which the Dominion Government will give to Earl Granville's despatch, he did not think it matters much. We should not wait for that reply, but continue the agitation until the contract is fulfilled. Great credit is due Senator Howland for his efforts in connection with the Subway and every assistance should be rendered him. The delegates certainly deserved great credit for the labor they performed in London in behalf of this Province; and it was pleasing to have this admitted frankly by the Opposition. In his opinion the despatch of Lord Granville was highly favorable to this Province; and we are now in a better position to press our claim than ever before. Our case is parallel with that of British Columbia. He hoped the result would be equally satisfactory.

MR. J. R. McLEOD did not agree that it would be right for the Province to accept a money compensation. We should use every means in our power to have the Terms carried out.

MR. HOLLAND referred to the fact that the present Government had given the branch railway to Cape Traverse, and strongly advocated the construction of the Subway. He complimented the delegates for obtaining the offer of the friendly offices of Earl Granville, and he hoped that the fruits of the delegation would be seen in the near future. Before five years roll away we shall have the iron horse running under the Strait; and when he went to Cape Traverse to visit his constituents, and stood upon the bank, he would regard with delight the iron band uniting the Province, and could bid defiance to the loabags, for if he could not go over them he could go under them.

MR. HOOPER complimented the delegation and urged that party lines should be obliterated as far as this great question is concerned. The subway seems to be a great undertaking, but modern science has accomplished so much, that he would be surprised to see it carried out.

DR. GILLES reviewed and defended the action of the Government with respect to the delegation; and thought it fortunate that the delegates had gone Home after the accession to power of the present Imperial Government. It was ridiculous to imagine, as some persons did, that the delegation could bring the tunnel and compensation for non-fulfillment of the Terms home with them. He thought the delegation had enlisted the sympathy of the British Government, and the British Government would, no doubt, use their influence with the Dominion Government to see that justice was done to this Province.

MR. RICHARDS thought the delegation had resulted in nothing but a knowledge of the fact that it was useless to go to the Imperial Government for redress of our grievances. If we go there again, it will be only to make a demand for separation. He questioned the practicability of the proposed Subway, and hoped the matter would be settled by a board of competent engineers.

Hon. Mr. ARSENAULT was happy to see that all were of one mind on this question. He thought the delegates had done their duty faithfully and well. He discussed the Subway question, and said that if the Subway could not be constructed, a tunnel could. As to secession, he did not think it would be permitted. He hoped that before five years were passed the question would be satisfactorily solved.

MR. McKAY remarked that it was pleasing to note the cordial sympathy given the Government by the Opposition. It was a subject of the greatest importance and one upon which the people are, to a large extent united, but he regretted to say that a portion of the press did not see fit to fall into line. In-

stead, the press referred to had gone out of its way to say that the Government could not obtain the rights for which we are pressing, and endeavored to impress upon the Dominion Government and politicians that the people here have no confidence in the present agitation. This is not as it should be. We want all to be united in order to gain our object. One of the representatives of Queen's, in the Dominion House, said in his place in the House a few days ago, that the delegation to England would weaken our cause, and that nothing would be gained thereby. Thirteen years ago, when we entered Confederation, many of the people were strongly opposed to it. The parliamentarians of that day felt the importance of this opposition. The terms upon which we entered the Union, it was contended, should be exceptional, owing to our isolated position, and the very strong contract relating to continuous communication with the Mainland was inserted. If the contract had been carried out, instead of being situated as we are at present, we would have manufactures and enterprises in our midst, which would give an impetus to trade and add greatly to the progress of the people. He traced the action taken in the matter by the different Governments, and contended that while neither party in the Dominion Government had carried out the terms, the present Government had shown a greater disposition to do so than the previous ones, and instanced the improvement at the Capes in proof of his assertion. He thought great good would result from the delegation to England, and all the arguments against it had been met and overturned by the delegates much better than could possibly be done by correspondence. The delegates showed clearly the misleading nature of the figures submitted to Earl Granville by the Dominion representatives, and fully explained the great necessity that existed for the terms of Union being carried out. They explained that the Island's portion of the contract had been faithfully carried out, and it now remained for the Dominion to carry out theirs or refund us the money taken from us, as a recompense for their failure so to do. Party principles should be dropped, and a persistent demand made for our rights, which, he thought, in the end would be granted. All agree that the action of the Local Government, in bringing the matter before the Imperial Government, was very judicious. If the Dominion cannot carry out the terms under which we entered Confederation, then we will insist upon going back to our former position, and carry out the project as best we can ourselves.

MR. BEER thought the question one of great importance, and regretted that the Government had not time to furnish members of the House with printed copies of the correspondence. He endorsed the second of the resolution (Mr. Bentley) for his remarks concerning the Davies Government, and contended that those members of the present Government who had been in the House since Confederation were responsible for sleeping on our rights, and not the Davies Government. He said that whatever had been done to improve the winter crossing had been done by the MacKenzie Government, and referred to the putting on of the Northern Light. He wanted to know what right we had to expect that the present Dominion Government intended carrying out the Terms of Union, and what the Government had ever done to warrant any such expectation. He agreed with Hon. Mr. Prowse that separation was the only course, if the terms were not carried out. The delegates presented our case in a strong manner, but he did not approve of the opposition given them by Sir Charles Tupper, who, he thought, had appeared in a false position. He could not see what comfort could be drawn from Earl Granville's despatch. So far nothing had been promised the Island, and he could not see what good results would follow the delegation. It is held that Canada should carry out the Terms without having the method pointed out to them, and he thought the delegates went out of their way in recommending the Subway. He was glad the delegation referred to the amounts paid into the Dominion Treasury by the Island. If the present trade policy presses hard on the Island while it adds to the wealth of the other Provinces, he thought the Island should be recompensed as well as for non-fulfillment of the Terms of Union. When the Dominion Government declare it impossible to carry out the Terms, then it will be time enough to pass a resolution like the one now before this House, asking for a money compensation. He moved in amendment that the last paragraph be struck out and the following substituted: "Resolved, That it is the opinion of this House that the Government of this Province should insist upon the Terms of Confederation in the particular referred to being carried out by the Dominion, and that the payment by Canada of compensation for the loss sustained by the Island owing to the past default of the Dominion in regard to the service, be strenuously pressed upon the Federal Government."

Hon. Mr. FERGUSON complimented the members on both sides of the House on the manner in which they had discussed the subject. His hon. colleague (Mr. Beier) was much exercised over that portion of the resolution relating to the terms of Union, and thought they were being deviated from. The resolution does not deviate one iota from the terms, but clearly says that should the Government fail to carry out its part of the contract we will hold them to a money equivalent. The matter of a money equivalent, however, could not be considered without being first submitted to the Legislature. His colleague also took exception to the statement made by the seceder of the resolution, that the present Local Government had done all that was done in the matter. He (Mr. F.) repeated the statement, and contended that the present Government is entitled to the credit of bringing the matter to where it now is. When the matter was first brought up it met with the approval of the members of both sides of the House, but the Opposition press did not see fit to agree with those whom it supported. This was to be regretted as the matter was of great general importance and one upon which the press and people should be united. He regretted the course taken by Mr. Davies who said in his place in Parliament a few days ago that it was wrong to go to the Imperial Government about the matter. His action was unkind to his own partisans here, and unjust to the Province, but perfectly in keeping with the course pursued by him on other occasions when the interests of the Island were at stake. The organ of the Opposition has circulated misstatements

and calculated to injure the Island. The subject of the delegates' reply to the report of the sub-committee of the Privy Council, nothing beyond a garbled quotation has been furnished by the Patriot. While he did not expect either sympathy or compliment from that organ, he certainly thought it should not publish garbled quotations. Events have transpired which show that the delegates took the proper course in the matter. Much has been said concerning the composition of the delegation, but in his opinion the fact of the delegation being from a Government friendly to the Dominion Government had a salutary effect upon the Home Government; for that fact showed at once that the object of the delegation was not a partisan one. While in Ottawa, en route to England, the delegates were invited to lay their views on the subject before the Government. They accepted the invitation, and a most interesting interview took place. The delegates have every reason to be satisfied with their reception in London. Earl Granville, who takes great pains to have all matters brought before him carefully considered, received the delegates kindly, and they were agreeably surprised at the time and care he bestowed upon the consideration of the question. A great advantage has been gained as a result of the stand taken in this matter by the present Government. By the action of the Legislature of this Province, the Dominion Government has been forced to appear at the bar of the Colonial Office and explain their case, which was a great point gained, as their arguments could be refuted. The reply of the Dominion Government to British Columbia was just as strong as that to the Island, and was practically the same. Here are a few quotations: "It is impossible to conceive how such terms could even have been proposed, as it was quite clear to every person that no such fulfillment, especially as the British Columbia Legislature never asked such extravagant terms." "These expressions show very clearly that the terms were physically impossible of execution, and were to be interpreted by circumstances, the essence of the engagement being that the Dominion Government should pay an expenditure and no increase in the then rate of taxation."

"The public feeling of the whole Dominion has been expressed, strongly against the fatal expenditure involved in the terms agreed to by the late Government, that no Government could live that did not attempt or rather pretend to attempt their literal fulfillment." "I have no doubt, however, it will be felt throughout the country that the only mode by which the Dominion could be satisfactorily satisfied from the false position in which she was placed by her treaty obligations to fulfill engagements which were physically impossible of execution, was by a large and generous interpretation of the consequent claims against her." "The lot of British Columbia is cast in with the other Provinces of the Dominion, and it becomes the duty of all the confederated Provinces to consider to some extent the general welfare. It is especially the duty of the smaller Provinces to defer somewhat to the opinions of the old and populous Provinces from which the revenue for the building of all such works is derived." "Mr. Walker, in his conversations admits frankly that the literal fulfillment of the Terms for the completion of the line on a certain day in 1881, was not to be expected. The only question, therefore, that can now arise are (1) whether due diligence and expedition have been exerted by the Dominion Government in the prosecution of the work, and (2) whether the offer of compensation for the alleged non-fulfillment of the terms were just and fair." "It must be remembered that British Columbia earnestly petitioned the Dominion Government to modify the Terms of Union in its own favor in relation to the construction of the Graving Dock. The Dominion Government cordially assented, and provided the money for the construction of the work, instead of abiding by the agreement to construct merely the Provincial Bonds for ten years, as provided by the Terms of Union. This at once shows the liberality of the Dominion Government, and their willingness to consider and meet exceptional circumstances wherever they existed. And this manifestation of liberality on the part of the Government, they conceive should have been met in other matters by the Provincial Government."

Yet in spite of these strong representations of the Dominion Government, British Columbia gained her case. While in England the delegates felt to the full the grave responsibility which rested upon them, and they labored conscientiously and hard to place the case before the Secretary of State for the Colonies in its proper light. They were uninfluenced by the fact that they were in sympathy with the general policy of the Dominion Government. But the immense advantage of being free agents in the matter was apparent; and it might be remarked that if Mr. Davies had not been the paid retainer of the Dominion Government when he was Premier of this Province, the result of the fishery commission might have affected the Island very much more beneficially than it did. As to the conduct of Sir Charles Tupper with respect to the delegation, it seemed to him a happy circumstance that he was there. Sir Charles treated the delegation with the utmost courtesy, and by his presence did away with the necessity for delays, which would otherwise have undoubtedly happened. Respecting Earl Granville's despatch, Mr. Ferguson said that the more he considered it the better satisfied he was with it. It could hardly, he thought, have been more strongly worded. Mr. Ferguson here contrasted Earl Granville's language with that of Earl Carnarvon, respecting the claim of British Columbia, Earl Granville says:—

"As stated in the earlier part of this despatch, although Her Majesty's Government is unable to take the question out of the hands of the Dominion Government, and although I have not seen more than a prima facie opinion as to the feasibility of a metric cost of the proposed works, I hope that it will be found to admit of a satisfactory settlement. On these grounds the expectations of the Province in regard to the construction of a constant and efficient communication with the Mainland have not been fulfilled, but, on the other hand, the Dominion Government has shown that it has made considerable efforts to improve the communication, in the face of serious physical difficulties during the winter season. There seems to be no reason for doubting whether any really satisfactory communication by steamship can be regularly maintained all the year round, which makes it all the more important that the proposed 'metallic subway' should receive a full and, if feasible, favorable consideration on this part of the Government of the Dominion."

The establishment of constant and speedy communication by rail would be a great advantage both to the Province and to the Dominion, and I should suppose that the development of the traffic on the Island railroads and of the capabilities of the Province generally, would produce a large direct and indirect return on the expenditure. It would reflect great credit on the Dominion Government, if, after connecting British Columbia with the eastern Provinces by the Canadian Pacific Railway, it now should be able to complete its system of railway communication by an extension to Prince Edward Island.

Respecting the case of British Columbia, Earl Carnarvon states:—"I should suppose that the development of the traffic on the Island railroads and of the capabilities of the Province generally, would produce a large direct and indirect return on the expenditure. It would reflect great credit on the Dominion Government, if, after connecting British Columbia with the eastern Provinces by the Canadian Pacific Railway, it now should be able to complete its system of railway communication by an extension to Prince Edward Island."

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force, and in my judgment, to obtain the importance of the Dominion, the Canadian Government, and yet from the high position which the Dominion and Government ought to occupy. The really important point, however, not only in the interests of the Province but for the credit of the Dominion, and the advantage of the Empire at large, is to assume the completion of the railway at some definite period, which, from causes over which your Ministers have had no control, must now, I admit, be much more distant than had been originally contemplated."

MR. FARQUHARSON seconded the amendment submitted by the hon. member for Fort Augustus. He had not been favorable to a delegation, and did not think that the delegation was properly appointed. The delegates should have been named by the Legislature, and should have consisted of the Leader of the Government and the Leader of the Opposition. He ridiculed the idea of a Subway, and thought it best to put on two steam boats. The debate was continued by Hon. Mr. Prowse, Mr. Hooper, Mr. Yeo, Mr. Farquharson and Mr. Perry, and the House divided on Mr. Beier's amendment as follows:—

Yeas—Messrs. Yeo, Perry, Beer, Richards, Hooper, Farquharson, D. C. Martin, J. R. McLean, and Matheson, 9. Nays—Hon. Messrs. Sullivan, Ferguson, McLeod, Arsenault, Campbell, Lafargue, Prowse, Gordon, Messrs. McKay, Bentley, Holland, A. Martin, McDougall, Gillis, Blake and John McLean, 16. The resolution then passed without division.

It would thus be seen that the language of Earl Granville in our case was very similar to that of Earl Carnarvon in British Columbia's case. Indeed it was rather stronger, if anything, in the latter than in the former. Yet the outcome of the despatch of Earl Carnarvon, and the good offices of that nobleman, was the Carnarvon Terms, and eventually the Canadian Pacific Railway. Might we not hope that an equally satisfactory result would follow the despatch, and the "friendly offices of Earl Granville"? Mr. Ferguson deprecated very strongly the idea of secession; and said that under our noble system of Government there is a constitutional remedy for every grievance. For his part, he was not prepared to talk separation at all. We now occupy a vantage ground that we never held before. The despatch of Earl Granville will be to the Dominion Government a full and complete justification for anything they may do in fulfillment of the contract with Prince Edward Island; and we on our part will feel our own conclusions strengthened by the independent judgment of so eminent a statesman as Earl Granville.

LETTERS TO THE EDITOR.

Mr. Farquharson's Charges.

SIR,—In your paper of yesterday, Mr. Wm. Campbell, Commissioner of Public Works, has published a letter of his to Mr. John Sinnott, and Mr. Sinnott's reply. In these letters my name appears. Mr. Campbell's letter contains certain statements which, he says, I used at Milton, purporting to be a conversation between Mr. Sinnott and myself. In this statement he uses words and sentences never uttered by me, and which he puts in for the purpose of getting the denial in Mr. Sinnott's answer.

At Milton, a few weeks ago, I made a statement and repeated it in my place in Parliament this session, in the presence of Mr. Campbell, viz: "Mr. Sinnott told me that the contract on North River Bridge was not being done according to plan and specification; that one-half the stone required was not used; that the contractor, Mr. P. Doyle, refused to obey him as inspector, and that when he appealed to Mr. Campbell his answer was, 'It is all right, let him go on.'" Mr. Sinnott said I could give his name and make use of the statement in any way I pleased.

In speaking of this at Milton, I said it was a loss of at least \$3,000 to the country, and a gain of more than this amount to the contractor.

Perhaps Mr. Campbell will have the hardihood to say, over his own signature, that this contract on the North River Bridge was done according to the plan and specification. When he does, I will promise him some additional evidence on the subject.

When I made my statements in the House a few days ago, Mr. Campbell appeared excited and said he would have Mr. Sinnott at the Bar of the House. I dared him to do so. Since then Mr. Sinnott has, I understand, been in Charlottetown, and Mr. Campbell has, no doubt, discovered that the further he could keep Mr. Sinnott from the Bar the better, hence his reason for swallowing his threat.

If it had been the only suspicious transaction of Mr. Campbell, I would not have said so much. I consider it my duty as a representative of the 2nd District in this County to expose any wrong doing on the part of our public officials, and Mr. Campbell with all his bluster will not deter me from doing what I consider my duty to the people.

D. FARQUHARSON.

Ordered to Mare Island.

(From the Oakland, (Cal.) Daily Evening Tribune.)

Lieutenant Waldemar D. Rose, of the United States Navy, a brother of Mrs. Wm. Dingle, has just been ordered to Mare Island. He is accompanied by his young and accomplished wife to whom he was married in Boston on November 9th. She was Miss Katherine Emily Hensley, the youngest daughter of Mr. Justice Joseph Hensley, of the Supreme Court of Prince Edward Island, and grand-daughter of the late Sir Robert Hodgson, who was for eight years Lieutenant-Governor of P. E. Island. Lieutenant Rose being an American naval officer, could not be married out of his country, and consequently the marriage took place in Boston by Rev. George S. Converse, Rector of St. John's Church, Tremont Street, assisted by Rev. W. B. King, late of St. Peter's Church, Charlottetown. Lieutenant Rose and his charming wife will be a valuable acquisition to the society circles of this coast, and their connections in Oakland will bring them in constant contact with the social elements of this city, by whom they will be heartily welcomed.

GEO. E. FULL,

Having Bought Out from the Assignee the

BANKRUPT STOCK

—OF—

Dry Goods

—AND—

CLOTHING,

In the store three doors below Stamper's Corner, Queen Street, now offers the whole stock at a bona fide

Discount of 20 to 75 per Cent.

Please note the following reductions: Dress Goods, former price 25cts, now selling for 10cts. Dress Goods, former price 30cts, now selling for 15cts. Dress Goods, former price 40cts, now selling for 25cts. Black and Colored Cashmere, 20 to 30 per cent. reduction. Black, Blue and Brown Velveteens, former price 40cts to \$0.75 per yard, now selling at 25 to 60cts. All Grey and White Cottons from 20 to 30 per cent. discount. Print Cottons, 25 per cent. discount. Printed Check Shirts, 20 to 30 per cent. discount. Ladies' Fine Corsets, 20 per cent. discount.

MEN'S WEAR.

CLOTHING: Worsted Suits, \$5.50 to \$6.50, former price \$8 to \$10. Tweed Suits, \$5, former price \$8. Coats from \$2.50, worth \$5. Vests, from \$1, worth \$1.50. Pants \$1, worth \$1.50. Lot of Men's Cotton and Wool-mixed Shirts for 35cts, former price from 75cts to \$1.00. Lot of Men's White Dress Shirts for 50 and 65 cents, worth \$1.25. Lot of Men's Felt Hats and Caps, at half price.

Liners, Drawers, Wool Shirts, &c.,

20 to 40 per cent. discount.

—ALSO—

now opening and to arrive, a Complete and Full Assortment of

General Dry Goods

—AND—

GENTS' CLOTHING,

which has been bought

VERY CHEAP!

and will be sold at the

Lowest Prices in the City.

We guarantee to give you everything at the Lowest Prices ever sold for in this City.

THE BEST T E A

ever sold in Charlottetown for 25c. per lb.

GEO. E. FULL,

Three Doors Below Stamper's Corner, Queen Street.

Ch'town, May 1—51 eod w y 21

The Furness Steamship Co.

HAVING added to their passenger and freight service the favorites "Ulanda" and "Danara" it is intended that these steamers shall make the following sailings:— Halifax to London, May 4th and 28th. London to Halifax, May 5th and 22nd. Rates—First Cabin, \$50; return, \$80. "Second Cabin, \$27; return, \$40. Freight, both ways, at bottom rate. Through bills lading from points on P. E. Island, New Brunswick and Nova Scotia, to Continental and other ports.

A. H. B. MACGOWAN, Agent.

Ch'town, May 1, 1886—51 5 8 12 15

P. E. ISLAND RAILWAY.

NOTICE.

A SPECIAL Passenger Train will leave Charlottetown for Georgetown at 7.45 a. m., on MONDAY, 3rd MAY, inst, and returning will leave Georgetown at 1.35 p. m., same day, calling at all regular stations, going and returning. This train will connect at Mount Stewart with regular train to and from Souris.

JAMES COLEMAN, Superintendent, Railway Office, Ch'town, May 1, 1886.—li

P. E. ISLAND RAILWAY.

NOTICE.

COMMENCING on MONDAY, 3rd MAY inst, and continuing until Summer Time Table takes effect, a Special Passenger Train will leave Charlottetown for Summerside at 6 o'clock a. m., daily (Sundays excepted) connecting at that place with steamer for Point du Chene; returning will leave for Charlottetown every evening on arrival of steamer at Summerside.

JAMES COLEMAN, Superintendent, Railway Office, Ch'town, May 1, 1886, may 1 eod w y p 11

STEAMER M. A. STARR

GRANTS special rates on freight; on produce, pork, &c., to Halifax; on potatoes to New York, and on canned goods and starch to Great Britain and Continent.

A. H. B. MACGOWAN, Agent.

Ch'town, May 1, 1886—51 5 8 12 15

COAL. COAL.

LANDING to-day, a cargo nice ACADIAN LUMBER.

C. LYONS.

Acadian Coal Depot, Peake's No. 2 Wharf, May 1, 1886—1wk

GRAND MILITARY CONCERT,

IN AID OF THE 2ND BATT. BAND,

Under the Patronage of His Honor the Lieut.-Governor and Mrs. Macdonald,

—IN THE—

MARKET HALL,

Monday, May 3rd.

PROGRAMME.

1. Inst. Overture—Echo. Military Band

2. Soldiers Chorus, from Faust. Glee Club

3. Vocal Solo—Beautiful Love. Mrs. Byrne

4. Cornet Solo—Under the Roses, Mal. Galbraith

5. Vocal Duet—All's Well. Messrs. Maynard and Taylor.

6. Inst. Waltz—Loving and Hoping. Military Band.

7. Recitation. T. A. McLean, Esq.

8. Vocal Solo. Mrs. Seickland

9. Military Review Exercise. Military in Uniform.

10. Violin Solo. Mr. Vinnicombe

11. Chorus—Softly Tread, from Moses in Egypt. Glee Club.

12. Vocal Solo—Darling. Mrs. Malcolm McLeod

13. Song. Major J. Rogers, of Montreal

14. Reading. Messrs. Weeks, C. E. Co.

15. Inst. Quartette—Equis. Military Band.

16. Vocal Solo—Maid Margaret. Miss Minnie Palmer.

17. Inst. Quickstep—Tapping at the Window. Military Band.

18. Chorus—Jingle Bells. Glee Club

"God Save the Queen."

Mr. S. N. Earle, Musical Director.

Doors open at 7.30; Concert at 8.

Tickets—Reserved seats, 25 cents; Unreserved, 25 cents. To be had at the City Drug Stores, from the Committee and at the door.

HENRY BEER, Lt.-Col., Chairman Com.

J. D. SEAMAN, Secretary.

Ch'town, April 30, 1886.

North Atlantic Steamship Co.

FROM HALIFAX

THE steamship "CLIFTON," due at Halifax about 2nd May, will accept freight at that Port for Charlottetown.

FENTON T. NEWBERRY, Agent.

Ch'town, April 30, 1886.

TO LET.

THE Cottage on Upper Kent Street, next to the residence of Geo. McLeod, is for

Apply to F. W. MOORE, Ch'town, April 30

TO LET—Furnished Rooms with use of Kitchen, or furnished House. Apply at THE EXAMINER'S OFFICE.

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