

THE DAILY EXAMINER. FEBRUARY 8, 1882.

Mr. Heard's paper, which we publish, is a forcible presentation of the important question of the day.

A vigorous and excellent article on "Books," will be found in another part of THE EXAMINER to-day. The writer warns the People to keep away from sensational novels, and for intellectual food directs them to the great masters of literature.

AGRICULTURAL matters in England was the subject of a speech recently delivered by Mr. Gladstone, who announced that simplification of the transfer and tenure of land, tenant right, reform in local government, and revision of local taxation, with a consequent increase of the succession duty, is to be the programme of the Government.

THE country has lost the services of an able and polished gentleman. Hon. Mr. Masson has resigned his seat in the House of Commons. The cause was the same as that which compelled his retirement from the Cabinet—ill health. Mr. Masson has represented Terrebonne for fifteen years. He was victorious in four elections, and on his acceptance of the office of Minister of Militia was elected by acclamation. For the benefit of his health he now retires to the South of France.

THE London Times, reviewing Dr. Ryerson's work on the Loyalists, says—"The United Empire Loyalists have had a hard fight. They rendered good service. They represent a lost cause—the grand idea of uniting in one large family the entire English race. Their story is worthy of being told and studied. Dr. Ryerson's volumes are full of facts. No labor has been spared, and they will repay the perusal of persons seeking trustworthy details on the subject; but such a story of the United Empire Loyalists as is certain to be read with universal interest remains to be written.

Table with financial data: Revenue for January, Revenue to 31st December, Total revenue for 7 months, Expenditure for January, 1882, etc.

Personal.

JAMES YEO, M. P., is at the Osborne. SENATOR HOWLAN has arrived at Ottawa. MR. S. BAINSEATHER has severed his connection with the Summerside Journal. It is reported General Garibaldi has been given up by his physicians. THE Iowa State Register expresses the opinion that Col. Ingewell is on his way home to the Church and the Christian faith. THE Rev. Principal Grant, of Queen's College has arrived in Ottawa, and is the guest of His Excellency the Governor General. MESSRS HACKERT and Muttart, M. P.s, were at the Osborne House to-day. They left by the 3 p. m. train en route for Ottawa. MR. BASS, M. P., has erected, at a cost of \$35,000, a magnificent pile of buildings, known as St. Paul's Institute, Burton-on-Trent, which he intends to present to the town. HON. M. FABRE, Canadian Senator, has been placed at the head of a Canadian commercial agency just established as a branch of the London agency, on the ground of the increase in commercial relations between Canada and France. HIS EXCELLENCY the Governor General has announced that he will hold a levee and drawing room in the Senate Chamber, on Saturday evening, 11th inst. Invitations for the first of a series of tobogganing parties at Government House have been issued. "Ma," said a thoughtful boy, "I don't think Solomon was as rich as they say he was." "Why, my dear, what could have put that into your head?" "Why, the Bible says he slept with his fathers, and I think if he had been so rich he would have had a bed of his own." THE Earl of Dunmore, who is at present in Quebec, called the Prince of Wales with regard to the alleged accident to the Princess, and received the following reply:— Sandringham. To Earl of Dunmore, Quebec: Princess perfectly well. No foundation for report. (Signed) Prince of Wales. M. LABUCHERE, speaking of a recent element, asks when people will learn that grooms and their kind are not safe companions for impressionable young girls, often fresh from boarding school. SPEAKER BRAND, of the English House of Commons, addressing his constituents, declared himself in favour of cloture. ON Mr. A. M. Sullivan vacating the seat in the British House of Commons for Meath it is stated that Dr. Kenny will be the Land League candidate. MR. THOMAS FRASER, of Mabou, C. B., recently sold thirteen pigs, all raised by himself, which made 3,395 lbs. of pork. They were White Chester breed, and several of them more than from six to eight months old.—Antigonish Advocate. It seems that New Yorkers are about to have a live prince dwelling among them. An American lady writes from Nice that at one of the stores where her friends had made extensive purchases the proprietor showed them some magnificent furniture which he was making for William K. Vanderbilt, of New York. On everything there was a crest or crown worked or woven. Finally the shopman showed them a magnificent enamel of the same, fanned, and told them that Mr. Vanderbilt had lately bought the title of Prince of Rome and was having the crest put upon everything in his new house, wall paper and all.

WINTER COMMUNICATION.

DISCUSSED BY THE Y. M. C. A. DEBATING CLUB—AN ALLE PAPER ON THE SUBJECT PRESENTED BY WILLIAM HEARD, ESQ.

LAST EVENING the members of the Y. M. C. A. Debating Club met in the Hall of the Association, for the purpose of resuming the discussion on "Which would be the best means of facilitating our communication with the Mainland, winter and summer, for the transportation of mails, goods and passengers, continuously." F. S. Moore, Esq., occupied the chair, and the following paper on the subject was read by William Heard, Esq.:

The insular position of this Province has always militated against its prosperity. The great difficulty of crossing the Straits during winter, has induced many to refrain from residing among us, and has also compelled others to quit our shores for a home more intimately connected with freedom of travel. In confederating with the other Provinces, it would be supposed that the more favored portions of the Dominion would make provision, either for bringing us into close contact with themselves, or giving us some adequate equivalent instead. Hence, we are not surprised to find our terms include a special provision for meeting this difficulty; and although no direct reference is made to the mode of connection, whether by solid embankment, tunnel or by boat, yet the General Government have solemnly undertaken "to establish and maintain efficient steam service for the conveyance of mails and passengers between the Island and the mainland, winter and summer, thus placing the Island in continuous communication with the Intercolonial Railway and the railway system of the Dominion." It must not be forgotten that in the original terms of Confederation, the interests involved in the free and uninterrupted communication between the several Provinces was deemed of such vast importance, that it was arranged for this special work to devolve on the General Government, as follows:

"Sec. 29.—The General Parliament shall have power to make laws respecting the following subjects:— Sub Sec. 8.—Lines of steam or other ships, railway canals and other works, connecting any two or more of the Provinces together, or extending beyond the limits of any Province."

Hence the Intercolonial Railway, the enlargement of the canals, and the great Pacific Railway, which is now in progress, all at the expense of the whole Dominion. We have therefore a right to expect our terms to be fairly and honorably carried out, as much, at least, as the Provinces through which the above great works have been or are now being completed. On the 1st July, 1873, we entered the Dominion. We have thus been in the Union over eight years. It may be well to look back upon what has been done by the Dominion Government in carrying out the above terms. The same boats which were then employed by the Island Government during the summer months, until navigation closed, connecting Charlottetown with Pictou and Summerside with Point DuChene, have been kept on the same route by the Dominion Government. Of this branch of the service we have had no great cause to complain. The boats have done good service, and the captains have proved themselves to be eminently skilled for their position. The contract expires during the present year, and it is then expected that two efficient screw boats will be put on the route.

The winter service is, however, the question of greatest import to this Island. The only improvement since Confederation, has been by the "Northern Light," between Georgetown and Pictou. The steamer "Albert" did some little service in the fall of 1876, when she carried mails until the 29th December. But she merely proved it possible for a steamer to ply in the Gulf, after the ice had begun to form; for if such an unsuitable craft could succeed, there was every reason to suppose that a properly constructed boat would find much less difficulty in navigating the Straits, until the heavy ice had blocked all opportunity of crossing.

The "Northern Light" arrived at Charlottetown, 7th December, 1876. Her first exploit was directed against the ice in our harbor which was then about three or four inches thick. Great expectations had been formed of the ability of this boat to force her way through ice-fields of almost any thickness. But the boastsings of her friends were brought speedily to grief. She could not force her way through four inches of ice. On the 19th December the mails were put on board the "Northern Light," for conveyance to Pictou, only to be returned the next day—then sent down to Georgetown to be forwarded by the "Albert."

When it is taken into consideration that the designer of the "Northern Light" claimed that she was unlike any other boat in existence, he was certainly correct; but she was at best an experiment—of great risk and at immense cost. Her after part was constructed to draw nineteen feet, for the purpose of submerging the screw, so as to be below the line of floating ice; while the forefoot only drew about six feet to enable her to ride up on the ice, and by her weight crush it down, after the manner of the sealers. It is not believed that this design has been accomplished. The danger connected with such a boat taking the ground, with thirteen feet greater depth of keel aft than at the forefoot, must be frightful even to contemplate. Her hull was so slovenly built, and so weak, especially in the forward part (which would require to bear the greatest strain when in the ice) that experienced builders expressed freely their astonishment at such a specimen of naval architecture. It is only fair, however, to give credit where credit is due. Her machinery is regarded as sufficiently powerful, and well adapted to the work she has to do. One would suppose that a boat of the size of the "Northern Light" would at least have ample room for passengers and goods; but here it appears she lacks the most essential elements. Her main cabin contains only six double berths for passengers, and her ladies' cabin only four single berths. How forty or fifty passengers, cooped up in her cabins for several days, in severe weather, can manage to exist, is a mystery. Her room for cargo is so limited that it is said one car-load is ample. Is it any wonder that after she had been sailed on by the Government it was found necessary to lay out in repairs, from ten to twelve thousand dollars, to make her fit to be trusted with human lives at sea? Not less than \$7,000 was paid for this marine

monstrosity, and when to this is added the outlay for repairs, there can be no doubt that this boat has cost as much to our Dominion as would have procured two good boats, far superior to her in every respect.

With all her defects, however (and passing by some marvellous escapes she has experienced), there can be no doubt that she has proven the possibility of the navigation of the Straits during the greater part of the winter months.

In 1877-8, the "Northern Light" carried mails from 19th December, until 2nd February; also on the 8th and 15th February, and resumed 2nd April.

1878-9, from 23rd December to 15th January.

1879-80, from 18th December to 10th January (resumed April 30th.)

1880-81, from 3rd December to 10th January.

1881-2, from 16th December to 27th January.

This point gained, the question now arises: Has the General Government done what could reasonably be expected to seem to us unintermitted communication Winter and Summer? We conclude that such remains to be done. For a period of two or three months each year, we have been left to the only means of crossing the Straits, which has been in vogue for a hundred years, by means of a small open boat, propelled by hand, attended with great danger, and involving very great hardship. There can be no doubt that but for the noble courage, devotion, and skill of the Irving's, Muttart's and their comrades, during the past fifty years, many a life would have been sacrificed in the attempt to make the passage. It is time then that another step be taken in the completion of the contract, and that 100,000 inhabitants of this Province be no longer kept for two or three months each year virtually sealed up from all intercourse (except by mail) from the rest of the Dominion and the World.

The Dominion Government may very fairly ask us: What more we want? It is only fair that we should suggest what from our standpoint would be the best method of meeting the difficulty. It must be confessed that it is no easy matter to decide on any plan among ourselves. Perhaps opinions differ more widely on this subject here, than in the Upper Provinces. It is with an earnest desire to reconcile those conflicting interests that we are met to-night, and if we can agree on the best method of crossing, and on the best route, we will do much to facilitate the work of the General Government, and increase the prosperity and happiness of our Island home.

Some propose to solve the difficulty, once for all, by a Tunnel. Now, if it could be accomplished, perhaps not one out of our entire population would raise an objection. The escape from the four or five hours of sickness, the privilege of crossing safely every day, winter and summer, is a boon worth tens of thousands of dollars a year to this Island. But can it be accomplished at a reasonable cost? Let us see. The contract for the St. Lawrence Tunnel, at Montreal, has just been awarded. It will take three years to complete. It will be about three miles in length. The cost is to be four millions of dollars. The borings indicate that the strata is well adapted for the successful prosecution of the work. Now, if we take this as a criterion of the cost of ours, we shall certainly be within the mark if we calculate on 10 miles as the distance, at the same rate as the Montreal Tunnel, ours will cost nearly 13 1/2 millions! But our strata must be taken into account. It is well known that our red sandstone is very far from being a solid rock. On the contrary, it is composed of layers of different thickness at various angles, separated by clay or debris, affording abundant fissures for large supplies of water. Thus it is at once the most treacherous strata to bore, and the most difficult to prevent overflowing. If, then, 13 1/2 millions would suffice for a tunnel in suitable strata, how much more would be needed to cover the cost of one in such a strata as ours? But if there were no Victoria Bridge, and Montreal had no better means of reaching the opposite shore than by a tunnel, would it be ever entered, if it could only be procured by an outlay of 13 1/2 millions? This scheme, then, must, at least for the present, be abandoned. There is no probability, for many years to come, that the Dominion Exchequer will be equal to such a demand from the Garden Province.

There can be no doubt of entire agreement on this point—that our chief dependence for crossing the Straits must be by a steamboat, and only when this fails must we be driven to the ancient method of a small open boat—pulled or dragged by hand.

Having the method—let us look next at the route. Here the selection is large and varied. From Casumpoo to West Cape, in the north and west; and from Somis to Cape Traverse, in the south; each promontory and harbor possesses its own advocates. Had Murray Harbor only been connected with our railroad, it would have been a powerful rival of Georgetown—not in the case of the "Northern Light"—but in the event of a suitable boat being provided. After a long and careful consideration of the fitness and claims of all the places proposed for our winter station, there appears to be no doubt, that if general interests only are to be subserved, the contest rests between Georgetown and Cape Traverse.

At present Georgetown has the preference for the steamer. Its port lies open most of the winter. Its port lies open water for the "Northern Light." It is connected with Charlottetown by rail. It is the only point from which an experiment has been fairly tried.

On the other hand, Cape Traverse presents the shortest route. It is alleged by those who are believed to be the best judges and who have had long experience, that a steamer could run across later in the season—frequently during midwinter—and earlier in the spring, than at Georgetown. Though lacking a harbor at present, it is in contemplation to extend our Railway to the Cape, and to have a branch from the Intercolonial to Cape Tormentine. The difficulty of providing a dock on the edge of the board ice, during winter, for the safety of a steamer, is believed to be easily accomplished, and the one route would ensure a passage to be made almost regularly by the steamer or small boats. Taking all the circumstances into review, Cape Traverse appears to be our best—our natural route.

If the branches are built (as it is believed they will be) the boats employed during winter would, no doubt, be ample for the ferry service during the summer. This route should not occasion any jealousy on the part of Summerside, Georgetown or Charlottetown. The importance of a passage of so long a distance, compared with a voyage of from four to six hours,

must be of great value to delicate ladies and land lubbers, who naturally dislike sea-sickness; and if gained only at the cost of a longer ride by rail, the former would be infinitely preferred.

For still increased accommodation to the commerce of the Island, one of the two larger boats might be constructed to take the position now occupied by the "Northern Light" as long as it is possible to run in January. With our Cape route, Winter and Summer in connection with the French Railroads, having two efficient small screw boats of about 100 tons each; and with two suitable screw boats capable of making at least ten knots an hour in all weather, connecting us with Point DuChene and Pictou, there can be no doubt that the reasonable demands of P. E. Island will be met, and the terms of Union fairly carried out.

A sharp discussion followed, which was participated in by Rev. S. G. Lawson, S. S. Peterson, William Stewart, Alex. McKinnon, John Newson, F. T. Newbery, Hon. A. A. Macdonald, L. M. Bridges, Hon. D. Ferguson, and Archibald McNeill.

At the close the following resolution was carried unanimously:

Resolved, That the Terms of Union by which the General Government pledged themselves to provide "efficient steam communication between this Island and the Intercolonial Railway, winter and summer," has not yet been fulfilled, and that the people of this Island demand its fulfilment.

The next debate, on "The Abolition of the Senate," will be opened by Mr. William Weeks.

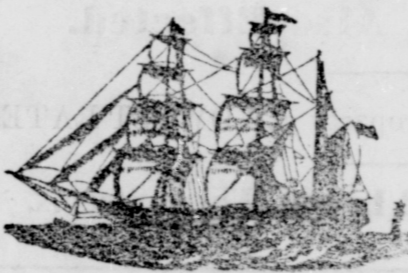
Weather Bulletin.

Probabilities for the next 24 hours for the Maritime Provinces.

TORONTO, February 8—10 a. m.

Fresh to strong winds, gradually shifting to the westward; cloudy weather, with snow, or in southern districts rain; partially clearing to-night.

REGULAR TRADER.



FROM London to Charlottetown P. E. ISLAND, DIRECT.

1882. SPRING TRIP. 1882.

The Well known Clipper Barkentine

ETHEL BLANCHE, (NOW ON THE BERTH.)

428 Tons Register, Coppered and Classed 9 years A1 at Lloyds,

M. Callaghan, Commander, Will Sail from London

ABOUT THE 5th APRIL,

Carrying Freight at through rates to Pictou, Summerside and Georgetown.

This Vessel was built expressly for the London trade, being thoroughly fitted out in every respect, with splendid accommodation for passengers, and offers every inducement to Shippers.

Parties wishing to have their Goods delivered here early in the season will do well to forward their orders in time, so as not to detain the Vessel.

For Freight or Passage, apply in London to John Pitcairn & Sons, 16 Great Winchester Street; in Liverpool to Pitcairn Brothers, 51 South John Street; or here to the owners,

PEAKE BROS & CO.

Charlottetown, Feb. 8, '82—16i 2aw

Bank of Prince Edward Island, CHARLOTTETOWN, Feb. 8, 1882.

NOTICE is hereby given that the President and Directors of this Bank are now prepared to receive from Stockholders the amount of their call of \$40 per share on the Capital stock to enable the Bank to resume business by the 24th; it is imperative that all payments of Stockholders should be paid in on or before the 20th inst., in terms of agreement dated 1st Feb. last, namely, \$20 in cash and \$20 secured by promissory note, due 20th May, 1882.

JOHN LONGWORTH, President.

NOTICE.

HAVING rented the premises lately occupied by C. F. HARRIS, the subscriber begs to intimate to the public that he is carrying on the

TINSMITH BUSINESS

in all its branches. Orders punctually attended to. A call respectfully solicited.

L. W. HARRIS, Upper Queen St.

PUBLIC MEETING.

A PUBLIC MEETING will be held at MONDAY, the 13th inst., for the purpose of discussing and considering the best means to obtain improved accommodation on Southport Ferry, as the present arrangements are totally inadequate to meet the requirements of the increased travelling public.

The members of the District and all interested respectfully invited to attend.

Chair taken at 2 1/2 o'clock, sharp. EDWARD GRANT, JAMES H. BOURKE, GEORGE FORBES, GEORGE O'NEILL, SAMUEL WOOD.

MILL VIEW, Feb. 7, 1882.

SUBSCRIBE for the DAILY EXAMINER the Cheapest and most Useful Paper Published in the Provinces.

NOTICE.

Ocean Steamship Company of Prince Edward Island.

THE ANNUAL MEETING of the Ocean Steamship Company of Prince Edward Island will be held in the office of Peake Bros & Co., on

Wednesday, the 8th day of March 1882,

AT 7 O'CLOCK P.M.

GEO. PEAKE, Secy.

TO THE PUBLIC.

I HAVE much pleasure, on behalf of the Charlottetown Land League, in returning you our warmest thanks for the generous response made to the appeal which I took the liberty to address to you on behalf of the Irish people now fighting the battle for free land. The unexceeded and very liberal sum contributed in evidence that all creeds and classes of our people are in unison with those elsewhere who believe that there is a pleasure elsewhere in sympathizing with distress no matter where it exists.

M. P. HOGAN, President Charlottetown Land League, Feb. 8, 1882—1i



NOTICE TO CONTRACTORS.

SEALED TENDERS, addressed to the undersigned and endorsed "Tender for Marine Hospital, Charlottetown, P. E. Island" will be received at this office until TUESDAY, the 7th day of March next, inclusively, for the erection of

Marine Hospital

Charlottetown, Prince Edward Island.

Plans and specification can be seen at the Department of Public Works, Ottawa, and at the office of David Sterling Esq., Architect, Charlottetown, P. E. I., on and after Monday, the 13th day of February.

Tenders must be made on the printed forms supplied.

Each tender must be accompanied by an accepted Bank cheque, made payable to the order of the Honorable the Minister of Public Works, equal to five per cent. of the amount of the tender, which will be forfeited if the party declines to enter into a contract when called upon to do so, or if he fails to complete the work contracted for. If the tender be not accepted the cheque will be returned. The Department will not be bound to accept the lowest or any tender.

By order,

F. H. ENNIS, Secretary.

Dept. of Public Works, Feb. 1, '82. [16 8 4i



WELLAND CANAL!

Notice to Persons Skilled in Fitting Up Electric Lights.

SEALED TENDERS, addressed to the undersigned and endorsed "Tender for Electric Lights," will be received at this office until the arrival of the Eastern and Western Mails on TUES. AY, the 21st day of February next, for lighting the Locks, &c., on the new part of the Welland Canal by means of Electric Lights.

A plan, showing the relative position of the proposed lights, can be seen at this Office and at the Office of the Resident Engineer, Toronto, where a printed copy of general conditions and other information can be obtained, either on application personally or by letter.

Tenders must be made in accordance with the general conditions.

This Department does not, however, bind itself to accept the lowest or any tender.

By order,

F. BRAUN, Secretary.

Department of Railways and Canals, 7 to 8 Ottawa, January 31, 1882. [16 2aw

IN AID OF THE POOR.

THE ST. VINCENT DE PAUL SOCIETY will give their next

ENTERTAINMENT

ST. PATRICK'S HALL,

—05—

Thursday Evening, 9th inst.

The proceeds to be devoted to the relief of the poor.

Doors open at 7.30; to commence at 8 o'clock. Admission 10 cents.

Feb. 6—till date J. A. MCKENNA, Secretary.

WANTS, LOST, FOUND, &c.

WANTED—An experienced Housekeeper Apply at once to Arthur & Toombs. [16 8 [3i

THE person who took the bunch of Keys from the Secretary's Room of the Prince Street Methodist Sunday School, on Sunday last, will oblige by returning them to this office immediately (if not sooner).

NURSEMAID WANTED—Good references required. Apply at this office. [16 6 1f

WANTED—A good woman servant for general housework. Apply at the EXAMINER'S OFFICE. [16 4

WANT'D—A situation as Manager of a Lobster Factory by one who throughly understands the business in all its branches. Address T. L. C. Manager, 122 Barrington Street, Halifax, N. S. [16 18