

THE DAILY EXAMINER.
FEBRUARY 29, 1884.

PARLIAMENTARY CORRESPONDENCE.

THE RESOLUTIONS CARRIED.

MAJORITY SEVENTY-THREE!

White Fish Transportation—
Liquor Statistics, &c.

OTTAWA, Feb. 21.

The excitement resulting from the rumors that Sir John's French Canadian supporters were ready to accept the invitation of the Grits to "bolt," on condition that their demand for "better terms," etc., should be met by Mr. Blake and his friends, has subsided. As readers of THE EXAMINER have already been informed, the Railway Resolutions passed by the handsome majority of seventy-three. With one single exception, the Conservatives representing Quebec supported the Government; and his vote was more than counterbalanced by those of Mr. Ross, of Lisgar, and Mr. Sutherland, of Selkirk, who were heretofore followers of Mr. Blake.

Of course there was no good ground for the opinion that the Grits evidently entertained, in all seriousness—that the Quebec members would, for the sake of the "better terms," desert Sir John McDonald, their life-long friend; affiliate with Mr. Blake, the leader of the party which has all along been ranting about "French ascendancy"; repudiate the Railway Policy, which they were largely instrumental in carrying into effect; stand in the way of the continued progress of the Northwest; and inflict a serious blow upon the honor and credit of Canada, by preventing the passage of resolutions to aid the Company, with a well-secured loan, at this critical juncture. The idea was preposterous; and if human nature in general were not more ready to believe evil of men than good, it could not have been held at all. It certainly was not held by Sir John McDonald and Sir Charles Tupper. Their bearing in the midst of the excitement was indeed admirable. They were calm and collected, and firm—confident in the good faith and honorable conduct of their supporters,—refusing even to listen to compromising proposals which were made by a few unprincipled men. Their confidence was, as the event proved, not misplaced; and they stand higher in the estimation of all sections of their party than ever.

On the other hand, Mr. Blake blundered. No weight can, of course, be attached to the statement that he intrigued with the Quebecers. They, at least, are too honorable for that. It is, however, an open secret that he took pains to let the French members know that he considered their demands just and reasonable; it is quite certain that the organs which usually express his views made the dastardly proposition that if they would desert Sir John, and unite with him their demands, would be satisfied; and it is true that, though he had the opportunity, he did not repudiate his organ's proposition. This was one of his blunders. The other was committed in open Parliament. The question was about to be put to the last test—the test of a division. Mr. Vail, his Nova Scotia Lieutenant, moved the six months' hoist; and, *mirabile dictu*, as an amendment to his amendment, Mr. Blake moved that,—

"It is fitting that before asking this House to proceed with the consideration of the resolutions for aid to the Canadian Pacific Railway Company, the Government should lay before the House its proposals with regard to any further subsidies to be granted to Provinces or Companies, or any further aid to be provided, or any further works to be secured, in connection with the great scheme of a trans-continental railway with Canadian termini."

In his admirable reply to Mr. Blake's remarks in support of his motion, Sir Charles Tupper expressed his gratification that the result of the long and interesting debate had been to convince the hon. gentleman that he would be discharging his duty if, instead of adhering to his position of antagonism to the resolutions, he confined himself to a criticism of some of the details. He had in fact at last come to the conclusion that, instead of joining issue with the mover of the amendment, in bold and clear antagonism to those propositions, he found it necessary to amend a resolution of his own supporter proposing to read those resolutions this day six months, and confine his efforts to qualify the position he had taken, by asking for further details as to the policy of the Government. This was a turn which the followers of Mr. Blake did not anticipate; and they were woefully crestfallen, as Sir Charles conveyed to their minds a clear perception of Mr. Blake's change of policy, and showed that he had actually been so foolish as to swap horses while crossing the stream! Their discomfiture is complete.

The great National enterprise will now be carried forward with unabated vigor, not a dollar will be added to the positive burdens of the country. Ample security will be held by the Government for the payment of the loan, principal and interest; and the Government can never again be taunted with having the Company for a master, for the Company, until the debt is paid, has completely under the control of the Government. The Government of Canada is master of the situation.

THE WHITE FISH.

The Minister of Marine and Fisheries has forwarded to the Marquis of Lorne a million eggs of the valuable white fish found in the great lakes of Canada. They were obtained at the white fish hatchery in Ontario, and will be placed in the lakes near Inverary Castle. The white fish is almost unknown in Great Britain. It is found in some of the lakes, but does not weigh more than from one to two pounds, while the Canadian specimens recently sown at the London Fisheries Exhibition weighed from twelve to sixteen pounds. The Marquis of Lorne and the Duke of Argyll are extremely anxious that the lakes of the Mother Country shall be stocked with the white fish, *Coregonus albus*, of Canada.

IMPORTATION OF SPIRITUOUS LIQUORS.

A return brought down yesterday shows the quantity of spirituous liquor imported

into Canada last year as follows:—Ontario, 1,979,896 gallons; Quebec, 1,401,140; New Brunswick, 165,800; Nova Scotia, 81,010; Prince Edward Island, 4,134; Manitoba, 83,671; British Columbia, 50,935. Total, 4,699,525 gallons.

The duties collected were:—Ontario, \$1,981,646; Quebec, \$1,401,390; New Brunswick, \$165,800; Nova Scotia, \$81,010; P. E. Island, \$4,134; Manitoba, \$83,671; British Columbia, \$50,935—total, \$3,768,586. The malt liquors manufactured were: In Ontario, 9,209,668 gallons; Quebec, 2,788,830; New Brunswick, 193,850; Nova Scotia, 437,327; P. E. Island, 21,960; Manitoba, 437,327; British Columbia, 213,152—total, 13,192,505 gallons. With the exception of 13,685 gallons, this was all entered for consumption. The duty collected on malt liquor and malt liquor licenses was \$6,458.

Notes.

It is a remarkable fact that, with the exception of the speeches of Mr. Thomas White, and Mr. Ross of Lisgar, the best contributions to the debate were made by members from the Maritime Provinces. The speeches of Sir Charles Tupper, Mr. Foster and Mr. Wood, were admirable.

Mr. Archibald, lately Superintendent of the P. E. Island Railway, is in Ottawa. He has accepted another position in the employ of the Canadian Pacific Railway Company.

Mr. Henry Hughes left Ottawa for home this afternoon, having had a satisfactory interview with the Minister of Railways.

Very great regret was felt here—especially by the Islanders—concerning the disaster that has overtaken Charlottetown.

Salaries of Customs Officials.

In reply to a complaint lately made in the House of Commons, the Minister of Customs said:—

"The general complaint made by members of this House, that the salaries of the officials are not sufficiently large, is a question which is not a new one. I have no doubt that if my predecessor in my Department were present, he would corroborate what I am about to state, and that is, that the representatives of different sections of the country are never backward in asking that the salaries of various officials should be increased. We find, however—and it is just as well that we should remember it—that it is a very favorite topic when we go to the electorate, to say that the heads of the Departments, those presiding particularly over the Customs and some other Departments, where there is a large expenditure of money, have been extravagant, and have not carried out their promises with regard to keeping down the expenditure during the past year. As far as the appropriation voted by Parliament would enable me, I have been trying to level up and equalize the salaries paid to the officers at the different ports; but hon. gentlemen must bear this in mind—that though a particular officer or clerk at one port may not receive as large a salary as a similar officer or clerk at another port, yet when you come to investigate the matter you find that there is probably not half the responsibility or one-tenth of the labor in the one case, that there is in the other. I never have the slightest difficulty in finding men to fill the places as soon as they become vacant, even at the salaries now paid. In the case of those \$600 or \$700 positions, to which my hon. friend from Montreal has referred, I do not think that he has ever found any difficulty in obtaining gentlemen who were willing to take the positions at those salaries.

I think I may say generally that the object of the Department has been to increase wherever they could the salaries of efficient officers; and while they do that, it must be borne in mind that if all the appointments which are demanded all over the country were made, the head of the Department would have to come to this House and ask for an increased appropriation of some \$50,000 or \$60,000 per annum. The increases in the city of Montreal during the past year have been somewhat numerous. My hon. friend will find, when he comes to look at the expenditure, that it has increased much more rapidly than perhaps many would think justifiable; and when I tell him that the expenditure at that port is some \$14,000 more than it was last year, and that I shall have to ask, in the Supplementary Estimates, for a sum to cover the extra expenditure, I question whether this House would sanction the increases which are constantly demanded in different parts of the Dominion from this and other Departments. The Montreal collections have increased from under \$4,000,000 in 1878 to nearly \$8,000,000 last year, and I found it necessary to add two or three appraisers to the list there; and I can safely say that those appraisers—particularly the one understanding chemistry, who is capable of analyzing patent medicines—have many times more than paid their own salaries in what they have saved to the country. One great difficulty I have had to contend with has been the fact that during the reign of my predecessor in the last Administration, officers were appointed at different ports, and particularly at important points, at salaries of \$1,000 or \$1,200, to perform precisely the same work as equally efficient men, who had been there for half a score or nearly a score years, and were receiving only \$500 or \$700 per annum. This created numerous complaints, almost a little rebellion, because it was claimed that if anybody deserved promotion, it was those who had been in the Department for many years. It is one of the curses of the system not to make, in every case where you possibly can, promotion in the service, though I readily admit my experience has taught me that in nineteen cases out of every twenty, as far as collectors are concerned, a man who has been in business and who is, if I may use the term, up to the times, who understands the genius of trade at the present time, will make a better collector than the man who has been drudging in an official capacity in the Custom House for ten or fifteen years. I can only account for that by this reason, that the clerk goes on in his regular routine business, paying little attention to the outside world, without studying the changes, rapid as we all know they are, of trade and the different modes of transacting business in all parts of the country. If you take a man from business who has had years of experience, who has been dealing in all the different articles which are imported into the country, he is, as a rule,

better adapted to look after the interests of a Government than many of those who have spent years of service in the Department. That at least has been my experience, and I can account for it in no other way than that to which I have referred.

Political Notes.

Winnipeg Times:—"Hon. George Brown must be turning in his grave. His paper supporting the Grand Trunk; his party caballing with Bleus!"

In the Montreal Witness' parliamentary correspondence we read:—"The Globe's bid for the support of the Bleus was not only bad, but it was a blunder," from a party standpoint.

The American, an influential journal published in New York, says on the coal and iron reciprocity agitation:—"Twenty-five members of the Canadian Parliament have been waiting upon Sir Leonard Tilley to urge that he take advantage of what they regard as a good opportunity for restoring the reciprocity arrangement between the United States and Canada. On our side of the line, however, the proposal to place Canadian coal and iron on the free list, for the benefit of Buffalo and a few other border towns, meets with but little support."

The Montreal Witness says:—"If the Globe represents the views of the leader of the Opposition and of his party, then we do not see that there is much to choose between the two parties. The Globe has always denounced Sir John Macdonald for pandering to the French-Canadians of this Province for their support. It has always charged them with sacrificing the interests of the other provinces, especially those of Ontario, to those of the Province of Quebec, because the representatives of that province secured him in power. No one has characterized in severer terms the raids or proposed raids of this province upon the Dominion treasury, and no one has more bitterly stigmatized the demand for better terms so constantly being made, and yet the Globe to-day is found unblushingly and shamelessly making on behalf of its party the bid of better terms to the members of this Province for their votes on the Canadian Pacific question. Vote Mr. Blake into power it says, and you may trust in getting your price. It will be seen by the extract quoted by the Globe from the *Minerve* that the only objection the French party have to vote for the loan to the Canadian Pacific is that there will not be sufficient left for the needs of this Province. There is, it appears, not enough of carriage to go round and the Quebec culture is bound to have all its wants before any other is satisfied. The *Globe*, in order to 'save the country,' that is to defeat the Government and place its party in power, pledges the party to grant the terms asked for. Is Mr. Joly the only politician in the country with a conscience, that he alone is found protesting unconditionally against this shameless traffic to votes."

Toronto Telegram:—"The organ of the Reform party in this Province is doing its utmost to dangerously commit that party at a serious moment in the history of the country. The patent offer of that journal to bribe the French Bleus by a contingent promise of financial assistance at this crisis is disgraceful and most shamefacedly corrupt. The leadership of Mr. Blake is now upon its trial, and the public looks with anxiety to the further development of this desperate attempt at political traffic. Has all morality gone from our public life? Are the people to witness the utter degradation of the great mind at the head of the Opposition for the simple possession of the treasury benches? The Pacific Railway is a great national undertaking. The interests of the Canadian people demand that it should be carried to completion. No amount of political bargain and sale will atone for the injury which the country would suffer by pausing in the work of construction. It is the duty, therefore, of Mr. Blake and his followers not to endanger public interests, nor shock the public sentiment by any attempt to purchase the support of the French Bleus at this critical hour."

The following statement of the imports of raw materials in 1878 and 1883 indicates the extent of the growth of home industries under the operation of the National Policy. Many of the articles enumerated, more particularly coal, are produced largely in the Dominion, and have undergone a continuous development during the past five years, quite as considerable as that of the imported articles:—

Imported.	1878.	1883.
Cotton wool, lbs.	7,243,413	27,451,390
Cotton waste, lbs.	768,346	1,325,722
Rags, lbs.	3,446,572	9,483,600
Fig iron, cwt.	601,865	1,552,300
Iron lead, cwt.	25,388	48,750
Iron rails, cwt.	202,686	271,220
Steel rails, cwt.	544,094	1,354,222
From coal, cwt.	\$89,954	\$135,198
India rubber, lbs.	458,755	431,305
Coal, anthracite, tons.	406,971	754,891
Coal, bituminous, tons	456,090	911,629
Furs, undressed.	\$142,899	\$551,156
Grease, lbs.	1,484,874	3,690,925
Hemp, cwt.	45,961	74,604
Hides.	\$1,207,300	\$1,963,644
Wool, lbs.	6,230,084	9,803,419
Leaf tobacco, lbs.	8,969,975	9,801,049
Raw silk.	\$32,004	\$160,178
Raw sugar, lbs.	15,834,386	150,259,312

Another item which indicates with peculiar force the development of manufacturing industries under the present tariff is that of machinery of which we imported to the value of only \$518,035 in 1878, and to the value of \$2,798,760 in 1883, an increase in this period of more than 400 per cent.

Liquor Licenses in Halifax.

Says the Halifax Herald: There are now in the city licensed under the old law, 162 taverns at \$50, 24 hotels at \$50, and four shops at \$60, or a total of 206, producing \$10,340. Under the new law there can only be seventy-four hotel and saloons, thirty-seven shop and as many wholesale and vessel as may be required. Therefore to raise the same amount to the city exchequer the following may be taken as an approximate estimate:

Say 24 hotel at \$150	3,600
50 saloon at \$100	5,000
20 shop at \$60	1,200
25 wholesale at \$25	1,250
10 vessel at \$25	250

Or a total of 129 producing \$11,300 altogether. This is as near as may be what will be taken out under the new law. Although thirty-seven shop licenses may be granted it is not probable that more than twenty will take out that particular kind of license. The wholesale and vessel licenses are new licenses created under the act of 1883.

MARRIED.

At the residence of Alexander McKinlay, Esq., North River, on the 26th of Feb., by Rev. J. O. Reddin, Mr. John M. McLeod and Miss Christina McLeod, both of Uigg.

JAS. E. GRANT,

Sole Agent for P. E. Island for

THOS. CONNOR & SONS,

Rope Manufacturers,

ST. JOHN, N. B.

Orders for the trade respectfully solicited.

Ch'town, Feb. 29, 1884—1m

The Liquor License Act, 1883.

NOTICE is hereby given that a meeting of the Board of License Commissioners for the License District of King's County, will be held in the Supreme Court House, in Georgetown, in King's County, on

Monday, the Thirty-First Day of March Next,

at the hour of seven o'clock, in the afternoon, for the purpose of taking into consideration all applications for certificates for such Licenses as by the Liquor License Act, 1883, are authorized to be granted in this License District.

By order of the Board.

JOHN McKINNON,

Chief Inspector of Licenses for King's County.

Feb. 29, 1884.—3i law wkly her pres 3i

ST. JAMES' KIRK

Tea and Fancy Table,
MARKET HALL,
Wednesday, the 12th March.

PRESIDENT:

Mrs. M. McLeod.

COMMITTEE:

Mrs. Watts, Mrs. A. Lord,
Mrs. A. Kennedy, Mrs. Hyndman,
Mrs. McPherson, Mrs. Rankin,
Mrs. Wm. McLean, Mrs. Donald McNeill,
Mrs. Murray, Miss McGill,
Mrs. Small, Miss McLean,
Mrs. Robertson, Mrs. Murray,
Mrs. C. McGregor, Miss Mason.

Doors open at three o'clock p. m. Tea on the table at six o'clock p. m.
Tickets—Tea and admission, 35 cents; admission, 10 cents only.
Any donations will be thankfully received by members of Committee.

KATIE McLEAN,

Secretary.

Ch'town, Feb. 28, 1884.

25 TONS LEHIGH

ANTHRACITE COAL,

CHESTNUT SIZE.

FOR SALE LOW.

ROBERT T. HOLMAN.

Summerside, Feb. 28, 1884.—3i

WANTS, LOST, FOUND, &c.

FOR SALE at a bargain a No. 2 Base Burner Stove (for round or slack coal), at the Steam Printing Rooms, 18 Queen St. [Feb 29 2i]

ANY PERSON having in his possession a NOTARIAL SEAL, the property of W. A. O. Morson, recovered from the ruins of the late fire, will be rewarded by leaving the same at the office of McLeod Morson & McQuarrie of THE EXAMINER OFFICE. [Feb 29 2i]

WANTED.—A BOY to attend Horse and Cow. One used to horses preferred. Apply to J. B. MACDONALD. [Feb 28 2i]

TO BE LET.—The House and Premises on Great George Street, adjoining Mr. J. Bealer's. Appl. to Mrs. Burris, Upper Queen Street. [Feb 28 3i]

LOST.—A Bunch of Keys. The finder will be rewarded by leaving it at the Land Office.—JOS. A. McDONALD. [Feb 22]

TO LET.—Half a two tenement House, on Cumberland Street (near St. Peter's Road). For particulars apply at the office of Messrs. Brecken & Fitzgerald. [Feb 21]

TO LET.—The Union House Barber Shop, on Queen Street, including Furniture, etc. Immediate possession will be given. Terms moderate. Apply at this office. [Feb 13]

LOST.—Between Upper Prince Street and the Post Office, a small Seal and Watch Key, with three Gold Rings. Any one returning the same to this office shall be liberally rewarded. [Feb 15 2i]

ROYAL CANADIAN INSURANCE CO.

FIRE.

CAPITAL, \$2,000,000

HEAD OFFICE Montreal.

HALIFAX BRANCH J. Scott Mitchell, Agent.

Risks Taken on Most Favorable Terms.

AGENT FOR PRINCE EDWARD ISLAND:

F. H. ARNAUD,

Ch'town, Feb. 27, 1884.

Merchants Bank of Halifax.

DESBRISAY & ANGUS,

AGENTS OF THE

QUEEN AND AGRICULTURAL INSURANCE COMPANIES,

While thanking the Citizens of Charlottetown for their past patronage, and assistance during the late fire, have to announce that they have taken the office in

Stevenson's Building,

CORNER QUEEN AND SYDNEY STREETS,

Where they are prepared to do business.

Ch'town, Feb. 22, 1884.

GREAT SALE OF
New Cottons.

We have just opened a large Stock of

ENGLISH AND AMERICAN PRINTS,
NEW SPRING STYLES,

Received Before the Advance in Duty.

We have an immense stock of

GREY AND WHITE COTTONS,

Purchased when the Cotton market was at the lowest point of depression.

Fleecy Cottons.

Sheeting Cottons.

Pillow Cottons.

TABLE LINEN AND NAPKINS,

Towels and Towelling,

TAPESTRY, SCOTCH AND BRUSSELS CARPETS,

And other House Furnishing Goods.

WHOLESALE AND RETAIL.

GEO. DAVIES & CO.

Ch'town, Feb. 11, 1884.

NEW FRUIT,

Wholesale and Retail, Cheap.

ON HAND.

230 boxes very choice Valencia and Layer RAISINS,
30 half-boxes choice LAYERS,
3,000 pounds CURBANTS,
200 boxes prime FIGS,
5 cases choice PRUNES,
200 barrels hard WINTER APPLES, No. 1,
20 kegs GRAPES.

AND MORE TO ARRIVE.

BEER & GOLF.

Nov. 14, 1883.—2aw wkly

OFFICE AND WEIGH SCALES
TO LET.

The office occupied by Mr. William Koughan as the Seamen's Shipping Office, Head of Queen's Wharf. Apply to

A. KENNEDY & CO.

Ch'town, Feb. 25, 1884.

A LITERARY AND MUSICAL
ENTERTAINMENT

WILL BE HELD IN

St. James' Hall,

—ON—

FOR SALE, THURSDAY, the 6th MARCH.

A MILCH COW, in fair condition for the Butcher. Apply at this office. Feb. 23, 1884.

By order of Committee.
Ch'town, Feb. 18, 1884.