

IMPROVED COMMUNICATION DEMANDED.

PUBLIC MEETING AT CAPE TRAVERSE.

Unanimity of Feeling.

Strong Resolutions Passed.

Speeches by Bentley, Yeo, Trueman, Jenkins, Howlan, Brecken, Davies, Campbell and others.

(SUMMARY REPORT.)

A large body of electors assembled in Strong's Warehouse, Cape Traverse, on Tuesday afternoon. Among those present were Hon. Senator Howlan, Frederick Brecken, M.P., L. H. Davies, M.P., Hon. W. Campbell, Geo. W. Bentley, M.P.P., A. C. Holland, M.P.P., J. T. Jenkins, M.D., Isaac Clark, John D. Muttart, Finlay McFadden, Arthur Irving, Philip Irving, D. S. Wright, Isaac Wright, Edward Dawson, Bradford Howatt, Major Clarke, John Bell, Cornelius Lowther, Isaac Schumann, Stephen Black, John Webster, John W. Hughes, Esquires, the representative of THE EXAMINER, and many others, to the number of upward a hundred.

DAVID McFARLANE, Esq., occupied the Chair, and Mr. S. McRae was Secretary.

G. W. BENTLEY, Esq., M.P.P., was the first speaker. Those who were present at the time say that the speech was an excellent one.

JAMES YEO, Esq., M.P., spoke in censure of the inaction of the Government with respect to the construction of the railway, and other promised improvements.

HIRAM TREEMAN, Esq., was addressing the meeting when our reporter arrived. He urged that our representatives should be instructed not to vote for making the Canals of Upper Canada free, unless ample accommodation were afforded for crossing between the Island and the Mainland; and strongly protested against the delay in carrying out the terms of Confederation regarding communication with the Mainland.

DR. JENKINS said we should not be contented with one or two meetings. We should persist in agitating until our requirements are satisfied. Our agricultural products are increasing and improving, and we want to be able to load cars on the Island and send them through to the large cities of Canada and the United States. From enquiries he had instituted, he was assured that a steamer could be provided to carry cars across the straits, and that a third rail could be attached to our railway, so that cars of the Intercolonial Railway gauge could be taken over it. With regard to the wharf at Cape Traverse, it should, in his opinion, be a Dominion work. In other Provinces of the Dominion works of this kind are under the charge of the General Government.

PHILIP IRVING, Esq., asked whether breakwaters were not, undoubtedly Dominion works.

DR. JENKINS—Yes, beyond a doubt; and if this work is a breakwater the Dominion Government must keep it up.

MR. SENATOR HOWLAN came forward in response to a call from the meeting. He said he was proud to address so large a body of the yeomanry of the country. A politician, no matter how strong and influential he may be, needs to be backed up by the people in his efforts to obtain public improvements. It is useless to overlook the fact that there is a good deal of dissatisfaction throughout the Province, on account of the delay experienced in carrying out the terms of Confederation with respect to improved communication with the Mainland. He would take the bull by the horns. It is stated that the Government do not intend to build the Cape Traverse Branch Railway, and that the grant made last session was only an election dodge. He believed, and he thought his belief was based on good grounds, that it is the intention of the Government to build this road. The appropriation for it has been made by Parliament. When it was made Sir Charles Tupper explained the matter as follows:—

SIR CHARLES TUPPER—One of the conditions of union with Prince Edward Island was an engagement on the part of the Dominion Government to provide continuous steam communication between Prince Edward Island and the Intercolonial Railway. To carry out that engagement the Dominion Government had the steamer "Northern Light" constructed; but that steamer, though effecting considerable improvement in the existing communications, entirely failed in maintaining continuous communication. The late Government directed a survey to be made between the Intercolonial Railway and Cape Tormentine, on the one side, and Cape Traverse and the Island Railway on the other. This survey was completed, and a report made by the able engineer appointed by the late Government, recommending the best points for railway connection. And we are now carrying out the policy contemplated by the late Government in ordering this survey to be made. This vote is for the purpose of constructing eleven miles of railway, or thereabouts, from the Prince Edward Island Railway to Cape Traverse. It is not settled whether it shall be the County Line or another point, the name of which escapes me, as the best means of connecting the Island Railway with Cape Traverse and the construction of such docks as are necessary at Cape Traverse for the purpose of making the communication as perfect and as effectual as possible. I may be asked why provision is made for carrying out this design in Prince Edward and not on the mainland. I may say that it would have become the duty of the Government, and we would have been prepared to bring down an estimate for the construction of the connection between the Intercolonial Railway and Cape Tormentine, but for the fact that in the meantime that service has been provided for by the Government of New Brunswick, who have renewed the charter of a private company who propose to construct that work with the aid of a subsidy. Under these circumstances we felt that we could not ask Parliament to provide for a service which was apparently provided for by the Local Government.

Suppose the road to have been built last year, of what use would it be now? The railway on the Cape Tormentine side is not yet finished, and it will be impossible to

have through communication with the mainland till it is. The road here can be constructed in six or eight weeks; and assurances have been given that it will be completed as soon as the Cape Tormentine Branch. There can be no doubt that the Government have the interests of the Island at heart; and will do all they can do to meet our reasonable requirements. As we have now, according to the size and population of the Province, the best land accommodation in the world, so we must exert ourselves to obtain a corresponding improvement in the facilities for transport by water. This is a matter of the first importance. The "Northern Light" was designed for a certain purpose; for that purpose she was intelligently modelled; and she has done good work. But she cannot accomplish what we, in this Province, absolutely require. For the purpose of winter communication, we must leave her and resort to the Cape route. Dr. Jenkins suggests the third rail, and a ferry for cars, but he does not say how far the third rail is to extend.

DR. JENKINS—Oh! That is a matter of detail.

SENATOR HOWLAN—Well, but it is not in the details of the matter; it is evident that to give satisfaction the third rail would have to be extended all over the Island. The fact is we must be reasonable, and we must accommodate ourselves to circumstances. If these conditions are observed, any Government which may be in power in Canada will carry out what we advise. We want a steamer to ply between Summerside and New Brunswick, between Charlottetown and Nova Scotia; and in accordance with the usage which has been adapted, all these steamers may, and ought to be subsidized by the Government. We have a Steam Navigation Company which has done good service; and it should be preferred provided it will put the proper boats on; and the proper boats should be put on even though the subsidy were increased to \$40,000. Our exports have quadrupled within the last thirty years, our productions are constantly increasing, and we require facilities to reach the foreign markets—and to reach them quickly. We lose large sums of money every year because our potatoes cannot be got into the markets in the state they came from the hands of the farmers.

MR. DAVIES—On account of the duty, too.

SENATOR HOWLAN—Yes, the duty imposed by the Americans is also an obstacle we have to contend with; and it is pleasing to see that there is now growing in the United States a feeling in favor of the renewal of reciprocity. The hard revengeful feelings which induced the Americans to abrogate the Treaty have subsided, and there is a prospect of again having a free market for our potatoes and other produce. On this account it is so much the more desirable that we should have ample accommodations and quick dispatch.

With reference to the complaints that have been made about the failure of the Government to provide a row boat for crossing in connection with the ice boats, Senator Howlan said he had visited the Deputy Inspector of Post Offices here, and had been informed by him that at first Captain Irving offered to provide this requirement for \$600. The offer was afterwards reduced to \$500. The Inspector considered the amount too much, but was willing to have given \$200, and have it included in this year's contract.

CAPT. IRVING—No, \$80.

SENATOR HOWLAN said the Inspector had shown him some correspondence with the Postmaster-General, from which it appeared that the Government were quite willing that both the row boats and the houses on each side would be provided if the charge therefor were not exorbitant.

PHILIP IRVING, Esq., asked whether or not the contract for the branch railway on the other side, stipulated that it should extend no further than Bay Verte?

SENATOR HOWLAN said the Branch referred to was to be built to Cape Tormentine.

FREDERICK BROCKEN, M. P., then responded to the call of the meeting. He said that he felt that if there were one object for which he, as a representative of the people, had worked harder than another, it was to obtain the improved facilities for communication with the mainland required and bargained for. He detailed the steps he and his colleagues in the representation of the Island had taken. They repeatedly brought the matter to the notice of the House, and had many times discussed it with Sir Charles Tupper and other Ministers. The members for the Upper Provinces were possessed of the idea that the "Northern Light" was supplying all our requirements and there was at Ottawa no definite knowledge as to what our people wanted. There was no money in the Treasury. These and other obstacles had to be overcome. In the sessions of 1880 and 1881, he had moved for papers relating to the matter; and last year a grant of \$189,000 for the construction of the Cape Traverse Branch Railway was made by Parliament. Parliament now stands committed to the work, and he had no doubt whatever that it would be done. Why it was not carried out last year he was not in a position to state, for owing to the peculiar circumstances in which he was placed, he had not been in correspondence with the Ministry. He discussed the question at length, referred to the various schemes proposed, and urged persistent reasonable and united effort.

DR. JENKINS endorsed what Senator Howlan had said with respect to the willingness of the Government to afford the row-boat and the buildings required on each side on reasonable terms; and stated that he himself had been assured by Sir Charles Tupper that the Cape Traverse Branch Railway would be ready for traffic as soon as the Cape Tormentine Branch.

L. H. DAVIES, M. P., said that while party politics were to be excluded in this matter, he wished to guard against the spread of false impressions and the acceptance of plausible apologies. The terms must be carried out; and experience had shown that if they are to be carried out, our protests against the inaction of the Government must be made with no uncertain sound. A strong expression of public opinion is required. The apologies say the Government is sincere; let us put their sincerity to the test. We ask no favor, the improvements required are ours by right, and we ought not to be mealy-mouthed in demanding them. To say that the terms must be literally carried out would be unreasonable and silly. They must be con-

strued in a reasonable sense; and our demands upon the Government should be reasonable demands. The Government have been fast enough in the extension of public works in other parts of Canada, and while our taxes have been largely increased, it is but simple justice, that public works should be built in this part of Canada. We have heard apologies enough, and explanations enough, and would now like to have more tangible evidence that the Government are sincere. The bagging of officials of the Government over a few dollars in payment of the men who cross between the Capes in winter, is disgraceful and contemptible. It was too late this year, we are told, to erect the buildings required by these brave men. The same story will probably be repeated next year, and we shall have to wait longer for the screw boats required at Charlottetown and Summerside, in the spring and fall. We should be unanimous in our protest against this bagging and this delay.

HON. WILLIAM CAMPBELL discussed the question at length, and explained particularly the circumstances connected with Cape Traverse Breakwater.

MR. JAMES YEO, M. P., made some further explanations.

J. W. HUGHES spoke briefly and warmly on the delay in building the railway between Cape Traverse and County Line.

The following resolution then passed:— Moved by J. W. Hughes, seconded by Donald Morrison.

Resolved, That in the opinion of this meeting, the delay in the building of Cape Traverse Branch Railway and the other public improvements necessary to give us proper communication with the mainland, is unjust and indefensible; and this meeting calls upon the Island Representatives unitedly to insist upon the Government at once carrying out their pledge in this respect.

Moved by D. S. Wright, Esq., seconded by Robert Wright, Esq.:

Whereas, By the Treaty of Confederation, this Island was guaranteed efficient mail service and continuous steam communication with the mainland, summer and winter, And Whereas, The Capes route has proved to be the only permanent and practical one. Therefore Resolved, That in the opinion of this meeting, it is the duty of our Representatives at Ottawa to urge upon the Dominion Government the necessity of placing a small, but powerful steamboat on the said route to act in conjunction with the ice-boats now in use, that a regular daily mail can be effected by the assistance of the said boat.

Moved by Nelson Clarke, Esq., seconded by Stephen Black, Esq.:

Whereas, by the stipulation of Treaty with the Dominion Government, the Railway system of P. E. Island was to be equal to that of the Dominion;— And Whereas, The New Brunswick Government has been largely instrumental in placing the Cape Tormentine Railway under contract, which demands a Branch Railway from Cape Traverse to the Main Line;— And Whereas, A sum of \$189,000 was placed in the supplementary estimates for said railway by the Dominion Government at the close of last Session;—

Therefore Resolved, That, in the opinion of this meeting, Prince Edward Island's representatives at Ottawa should make and persistently demand that tenders be issued during the early part of next summer for the construction of said Railway.

After voting thanks to the Chairman, and to the public men who came long distances to be in attendance, the meeting adjourned.

Weather Bulletin.

Probabilities for the next 24 hours for the Maritime Provinces.

TORONTO, Jan. 17—10 a. m.

Light to moderate winds, fair weather, stationary or slightly higher temperature.

MORTGAGE SALE.

NOTICE is hereby given that, under and by virtue of a Power of Sale, contained in an Indenture of Mortgage, bearing date the seventh day of April, A. D. 1881, made between James McMahon, and Eliza Ann, his wife, of the one part, and the Hon. John LeFurgey, of the other part, there will be sold by Public Auction, on Wednesday, the twenty-first day of February, A. D. 1883, at twelve o'clock, noon, at the Court House, in Charlottetown,—

ALL that tract, piece, and parcel of land, situate, lying and being in Townships Numbers Twenty six and sixty-seven, bounded and described as follows, that is to say: Commencing on the west edge of the County Line Road, at the southern boundary of a tract of land in possession of John Cash, thence according to the magnetic meridian of the year 1764, following the course of said Road south nineteen chains, fifty links, to a cross road; thence following the course of said cross road west twenty-three chains, fifty links, or until it meets the new County Line; thence following the course of said new County Line south twenty-two chains, twenty links, from the south edge of the said cross road; thence west thirty-six chains, or until it meets the old County Line; thence following the course of the same north forty-five chains, thence south thirty-seven degrees thirty minutes east, sixty chains, to the place of commencement, forty-eight acres being in Queen's County, and one hundred and fifty-seven acres in Prince County, containing in the whole two hundred and five acres of land, a little more or less.

Also, all that other tract, piece, or parcel of land, situate, lying and being on Township Number Sixty-seven, in Queen's County, aforesaid, bounded and described as follows, that is to say: Commencing at the west side of the County Line Road, in the northern boundary of John Hughes' land; thence west at right angles to the County Line Road, twenty-three chains and fifty links, or until it meets the line dividing Prince and Queen's Counties; thence northwardly along said line a till it strikes a new road leading to the County Line Railway Station; thence eastwardly along the said road until it strikes the County Line Road, aforesaid; thence southwardly along the said last-mentioned road to the place of commencement, containing one hundred and twenty-three acres of land, a little more or less, excepting and reserving thereout all land taken for Railway purposes, and all lots or small portions of land sold to various parties, and whose deeds are registered in the Registry Office, which said Mortgage has been duly assigned and transferred by the said John LeFurgey to me.

For further particulars apply at the office of Mr. Edward J. Hodgson, Charlottetown, or at his office in Summerside.

Dated seventeenth day of January, A. D. 1883. FRANCIS P. TAYLOR, Agent of Mortgage.

LONDON HOUSE.

JANUARY, 1883.

OPENING EX "NORTHERN LIGHT."

- Black and Colored Cashmeres, Black Plush Velveteens, Colored Velveteens, Table Napkins, Black Muslins, Black Gros Grain Ribbons, Black Moire Ribbons, Black Kid Gloves, Black Casbains, Coat Canvas, Striped Hessians, Sheetting, Winceys, etc. etc.

CHARLOTTETOWN, Jan. 6, 1883.

GEO. DAVIES & CO.

JANUARY.

ANNUAL CLEARANCE SALE,

BEFORE STOCK TAKING.

J. B. MACDONALD will, during this month, clear out lots of Goods in every Department:

- A Lot of Ladies' Dress Goods, A Lot of Cloths and Scarfs, A Lot of Men's Scarfs, A Lot of Tweeds and Heavy Cloths, A Lot of Mantle and Ulster Cloths, A Lot of Fur Caps Mitts and Gloves, A Lot of Men's and Boys' Ulsters, A Lot of Winceys and Flannels.]

J. B. MACDONALD.

Also, 100 Chests of Fine Congou Tea, very cheap, by the Chest or Package.

J. B. MACDONALD, QUEEN STREET.

Cl. town., Jan. 10, 1883—wly pat, pres ne

WEST INDIA WAREHOUSE!

WINTER 1883 STOCK

- 50 Bbls. GRANULATED SUGAR, 50 do. CONFECTIONER'S A SUGAR, 25 do. VACUUM PAN do., 150 do. YELLOW SUGARS (Assorted), 10 Hds. WEST INDIA SUGAR, 2 do. VACUUM PAN do., 50 Puns. CHOICE MOLASSES, 10 Tierces GOLDEN SYRUP, 100 Bbls. PASTRY FLOUR (Hexel), 300 do. PATENT PROCESS FLOUR, 1000 do. SUP. EXTRA MARITIME ROSE, 100 Half Chests CONGOU TEAS, 30 do. INDIA TEA, 50 Caddies TOBACCO, AT LOWEST WHOLESALE PRICES.

HORACE HASZARD.

- 100 Quintals LARGE CODFISH, 50 do. No. 2 do., 100 do. No. 1 HAKE, 20 do. No. 1 HADDOCK, 50 Bbls. No. 1 HERRING, 50 do. No. 2 do., 25 Half-Barrels No. 2 HERRING, 10 Cases PRESERVED SALMON, FOR SALE BY HORACE HASZARD.

HORACE HASZARD.

- TIN PLATES INGOT TIN, etc., 750 Cases TIN PLATES, 14 x 20, 250 do. do. 10 x 14, 80 Ingots REFINED TIN, 50 Pigs SOFT LEAD, 5 Bars SQUARE COPPER, 1 1/2 and 1 1/4 in., 1000 Cases TALL (1 lb.) CANS, FOR SALE BY HORACE HASZARD.

HORACE HASZARD.

- 2 Tons WHEAT SHORTS, 2 do. do. BRAN, 1 do. CHOPPED FEED, FOR SALE BY HORACE HASZARD.

HORACE HASZARD.

WHITE COTTONS, GREY COTTONS, PRINT COTTONS, PLAIN WINCEYS, GREY BLANKETS, WOOL UNDERCLOTHING, AT LOWEST WHOLESALE PRICES.

HORACE HASZARD Lower Water Street.

Charlottetown, Jan. 4, 1883—1m

FURNITURE, FURNITURE,

AT COST.

Opposite Post Office, Charlottetown.

BEDSTADS, Chairs, Tables, Washstands, Sofas, Lounges, Parlor, and Drawing Room Bed-room Suits, Looking Glasses and Mirrors, Window Furniture, Picture Frames and Picture Mouldings.

JOHN NEWSON. Charlottetown, Jan. 2, 1883.—1y

CARNIVAL!

THERE will be a CALICO CARNIVAL at the Rink, on

Wednesday, the 31st inst.

All those desirous of attending in costume will please send their names in to the Committee before Saturday, the 20th inst. By order of the Directors.

W. C. HOBKIRK, Secy.

Jan. 16, 1883.

SULLIVAN & MACNELL,

ATTORNEYS-AT-LAW,

Solicitors in Chancery,

NOTARIES PUBLIC, &c.

OFFICES—O'Halloran's Building, George Street, Charlottetown.

W. W. SULLIVAN, Q. C. CHESTER B. MACNELL, Jan. 16, '83.

To the Electors of Ward No. 1, Charlottetown:

GENTLEMEN.—At the request of some of the electors of the above Ward, I have consented to be a candidate, and, if elected, I will endeavor to look after the interests of an over-taxed city.

JOHN BELL, Ch'town, Jan. 16, '83.

Bank of P. E. Island

I WILL pay cash for any number of Bank of P. E. Island Bills. Address,

E. H. HORTON, Charlottetown, P. E. Island.

Jan. 11, 1883.—31 cod wly

A SETTLEMENT

OF all Accounts now due is requested on February 1st. After that date no proceedings will be taken to collect over-accounts. Call with your cash and get bargains in Furniture.

JOHN NEWSON, Ch'town, Jan. 10, '83—11 feb 1

IN THE

Y. M. C. A. HALL

ON FRIDAY, 26th INST.,

EARLE'S GRAND CONCERT

Tickets, 35 cents; to be had at C. Rankin's and Fraser & Reddie's Drug Store, Jan. 17, 1883.

FOR SALE

Lee's Sash and Door Factory

SAWING & PLANING MILL

Is now offered for sale.

THE above property will be sold to purchasers, as it now stands, or building and land will be sold separate from machinery. Also, that COMFORTABLE DWELLING HOUSE, situated on Cumberland Street, in Grafton.

For further particulars apply to the owner on the premises, PAUL LEA, Ch'town, Jan. 5, 1883.

NOTICE.

BEING about to make a change in my business, it is necessary that all amounts due me be paid on or before the twenty-first day of January, 1883. All amounts not paid will be sued for then, without further notice.

PAUL LEA, Sash and Door Factory, Ch'town, Jan. 4, 1883.

WOOD. WOOD

Nice Pine Kindling and Hard Wood

FOR SALE,

At Woodyard between Baptist Church and Skating Rink.

WM. BUREAU, Ch'town, Dec. 23.—cod 1m pdy

JOB PRINTING of every description

executed with neatness and dispatch at the EXAMINER JOB PRINTING ROOMS, cor. Water and Great George Streets.

WANTS, LOST, FOUND, &c.

A FARMER wanted immediately. Apply to Wallace Taylor, Hillsborough Street, (Jan. 16, '83)

WANTED—A situation in a Dry Goods or Grocery Store, for a young man that can be well recommended. Apply at this office.

WANTED—A Smart Girl to do general housework. Apply at this office.

TO LET—A Dwelling House, pleasantly situated on Prince Street. Apply to Peake Bros. & Co.

TO LET—Immediate possession given of a desirable residence, situated on Hillsborough Street. Rent low to a tenant. Apply at the Merchants Bank, E. I. to Mr. F. S. Moore.

TO LET—The Brick House on Prince Street, at present occupied by James Irving, Esquire. Possession, if desired, Apply to Thomas W. Dogg.