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The Examiner.

Ch'town, April 13, 1874.

UNION OF THE MARITIME PROVINCES.

THE principle of Union, which has been found to lead to such advantageous results in Confederation, might, we are sure, be still further carried out. A union of Nova Scotia, New Brunswick and P. E. Island into one province would have many advantages. To one of these—the financial—we purpose specially calling attention to-day. The idea of such a union is no novelty. During the session of 1864 the Legislatures of the three Provinces provided for a meeting of delegates to consider that question. The meeting took place at Charlottetown, and ended in the Quebec Conference. The larger scheme, for the time, so occupied public attention that the smaller one was forgotten; but we may well now resume its consideration. We are confident that when once public attention is turned to this subject, the advantages of the union will be so manifest that we shall not long allow our present wasteful and extravagant mode of government to continue.

The population of these three Provinces amounted by the census of 1871 to 667,000. To legislate for and administer the affairs of this number of people, there are at present employed,—

3 Lieutenant Governors and Executive Councils,

6 Legislative Bodies, comprising 162 Members,

15 Heads of Departments.

All this machinery to manage the affairs of a people numbering but little over one-third the population of the Province of Ontario.

Now, let us see the expense, as nearly as we can approximate, of all this lavish provision for Government. We shall include only those items of expenditure which, under a union, would be amalgamated:—

Legislation costs per annum:	
Nova Scotia,	$40,000
New Brunswick,	27,634
P. E. Island,	10,000
Total	$77,634
Executive and Administrative:	
3 Lieut. Governors,	$21,000
3 Private Secretaries, say	2,500
Total	$23,500
Departments:	
Nova Scotia,	21,900
New Brunswick,	22,150
P. E. Island,	9,789
Total	$53,839

The grand total of these is $154,973; that is, *almost half of our entire revenue under Confederation.*

Besides this, there is the item of public printing, which may fairly be here considered, as the printing of three different sets of laws, Gazettes, &c., is very much greater than would be the printing of the larger number of one set. This amounts to,—

Nova Scotia,	$ 8,000
New Brunswick,	10,000
P. E. Island,	8,000
Total	$26,000

Now, we cannot exactly state what the expenses of the united provinces will be; but we may approximate pretty closely.—1 Lieutenant Governor and Private Secretary, $8,250.

It will be seen that we suppose the Provinces would still continue to draw from the General Government the amounts agreed to be paid to their respective Governors at the time of the passing of the British North America Act. It is only fair that they should do so. Still, even if this were not effected, we must remember that what Canada pays, we pay our share of, and any saving effected from the general expenditure, is for our own advantage

For legislation, as Ontario has only one Chamber, that would be quite sufficient for us; and, taking as a basis the number of representatives sent by each province to the Dominion Parliament, and supposing one-half added to that number, the Provincial Legislature would consist of 60 members—Ontario has only 82. We may approximate its expenses in this way. The New Brunswick Legislature consists of 63 members,—about the supposed number. It costs, for members' pay, travelling expenses, and other contingencies, $27,634. The united Legislatures would not really cost as much as this, as, with two Houses, many offices are duplicated. However, it is not far out of the away

As to the Heads of Departments, the Provinces now having fifteen — seven would be a liberal allowance for them when united. Calculating the salaries from Nova Scotia and New Brunswick—our own being quite too low to be considered in any fair calculation—we find the highest to be $2,400, and the lowest $1,600. Putting the seven at the average $2000, would give $14,000. Two or three clerks are in each department—the highest number employed in any one is seven—their salaries averaging about $1000. Suppose an average of five in each department; this would amount to $35,000. This then would make the expenses:—

Legislative,		$27,600
Executive, viz.,		
Lieut. Governor, say	$10,000	
Departments,	49,000	
		59,000
Total,		$86,600

A saving of $68,373—not far from one-half the expenditure. If we suppose the Public Printing to be one-third less than at present, this would increase the savings to $85,707.

We have made no calculation of the saving that would be effected in the administration of justice, though this would, we believe, be considerable. Jails, Reformatories, Lunatic and other Asylums,—could all be much more cheaply and efficiently provided and managed in the larger scale in which the Union would put them on. It is well known that, in all such institutions, after a certain expense is incurred, an increased number may be accommodated without the expense increasing at all in proportion. A good immigration policy could be much more vigorously carried out by the United Provinces.

There are many questions of detail which we do not now discuss, but to which we shall, from time to time, call attention. We just mention one or two. The number of members, and their apportionment. At first, the provincial boundaries would, we suppose, have to be considered, though, in time, they would be forgotten. While they are regarded, P. E. Island might occupy the same position in the smaller union that Quebec does in the larger, having a fixed number of members, say nine; and the others a representation proportionate to their population on that basis. As to the capital, were it not for the difficulty of winter communication, Charlottetown, from its central position, would be the most suitable. As it is, the choice would be between some of the border towns,—Sackville, Amherst or Moncton. Their claims are so evenly balanced that the decision might be made by lot, or the matter left to the arbitration of the General Government. But these are purely questions of detail, not touching the main principle. The subjects which come under the control of the Local Government are precisely such as could be just as well, we believe much better, managed by a united Legislature and Executive. Our peculiar difficulty, the Land Question, will soon be settled; and there is nothing about which we need be jealous of joining hands to accomplish.

To show how good a position financially the United Provinces would occupy, we give the estimate revenue and expenditure of each for the present year—

	REVENUE.	EXP'TURE.	SURPLUS.
Nova Scotia,	$768,011,	$673,786,	$ 82,225
* N. Brunswick,	691,886,	540,486,	151,486
P. E. Island,	320,438,	220,430,	100,000
Total,	$1,780,335	$1,434,702	$333,711

To the surplus here given add the estimated saving under the proposed union and we have a total surplus of $419,418. With such a prospect,—with a smaller more compact, and, therefore, cheaper and more efficient public service, we should be in a far better condition than at present, and be in quite as good a position as is the Province of Ontario, at present by far the most prosperous member of the Confederation.

* The New Brunswick statistics are from the public accounts of last year. The estimated surplus this year is much larger. We have not the figures at hand.

OUR RAILWAY.

THE railroad between Charlottetown and Summerside is to be opened on the first of May—at least, such was the arrangement last fall. Many persons would be pleased to learn that the road is now ready and all the arrangements made. Those who are unacquainted with Mr. Laird—the gentleman who represents our interests at Ottawa—have, doubtles, taken it for granted that everything has been made ready as a matter of course. The majority of our people will not, however, be surprised to learn that nothing whatever has been done. Not a single railway official has been appointed; not a yard of telegraph wire has been obtained; not a single telegraph post has been sunk along the line. Everything is just as it was last fall. Yet we are within three weeks of the time when the road should be opened!! We have a representative at Ottawa. That representative is a Cabinet Minister. It might, therefore, be imagined that our interests receive special attention. Why, then, is there now no prospect of our railroad being ready to accommodate the public before the middle of June or July? Either our representative has no influence with the Government of which he is nominally a member; or he supinely enjoys his $7000 a year and neglects to exert his influence; or, worse than all, now that he is Minister of the Interior, he "scorns the base degrees by which he did ascend,' and thinks his constituents so far beneath his notice that they are not worth the exertion of his influence. Had the Hon. James C. Pope occupied the position of Mr. Laird, or had either the Hon. Charles Tupper, or the Hon. Peter Mitchell represented this section of the Dominion in the Government, we would certainly have had every necessary arrangement made for running of passenger and freight trains as soon as navigation opens. When Mr. Laird represented Belfast, its interests were neglected; and now that he represents Prince Edward Island in the Councils of the Dominion, its interests are neglected.

THE LATE SPEAKER.

"NATURE," Shakespeare says, "has framed strange fellows in her time." The late Speaker of our House of Assembly is certainly one of these. The latest and one of the strangest of his acts was the petitioning of Dominion Parliament to relieve him from the "embarrassment of his office,"—*vide* telegram. Had the petition been presented on the first of April, we should have thought he intended to play a huge practical joke on the House of Commons.

The sale of alcoholic liquors has been prohibited within the Dominion Parliament Buildings.

POSTAL—A REFORM NEEDED.

WE live in a 'fast age,' and we must try to keep up to the times. To do this a postal reform is required. Hitherto, the slow carriage of our mails to Halifax and St. John has been far from consistent with the era of steamboats and railways. Last summer it took no less than four days for a merchant in this city to correspond, by mail, with a business man in either of the commercial centres of the neighboring Provinces. A letter mailed on Tuesday evening would 'rest' in the Post Office, or on board the steamer, all night; it would reach Pictou about ten o'clock on Wednesday; it would then—to the ineffable disgust of impatient passengers—take a 'long rest' of four or five hours; then it would proceed on its journey, and reach Halifax (in an exhausted condition) between ten and eleven o'clock, p.m.; then it would 'rest' till after breakfast next morning; and, finally, at nine or ten o'clock on Thursday, it would reach its destination. The return letter would arrive at Charlottetown about five o'clock on Friday. Letters for St. John did not 'rest' quite so long or so often on the way. The distance, however, is greater; and the time taken up was about the same.

This 'slow system' must not be tolerated any longer. We must have a reform. The only question is, how may it be brought about? It is useless to recall former discontent; it is wrong, as well as useless, to lay, as some have done, all the blame to the charge of the Steam Navigation Company. Some steps which will have a practical effect must be taken; and the 'Chamber of Commerce'—lately established here—is, in our opinion, the body proper to take them. Some of our most influential merchants have, we know, exerted themselves, individually, to obtain a 'better arrangement;' and their efforts may prove successful. Still, if the voices of all our principal business men, were united and expressed through the established medium—the Chamber of Commerce—the reform would be much more certain. Representations should, we think, be made by the Chamber to the Postmaster General at Ottawa. These representations should set forth the grievance; and suggest a remedy. A simple statement of last year's arrangements would be sufficient to force upon the minds of the authorities the necessity for a better system. We want—we are entitled to—daily communication with the mainland. A steamer should ply to and fro between Charlottetown and Pictou, and (after the railway is open) between Summerside and Shediac every day of the season—Sundays excepted. We can never be wholly satisfied until such an arrangement is made; for until we have daily communication with the mainland we will be behind the times. Should the 'Chamber of Commerce' obtain this boon, it will be entitled to the thanks of the community. And if—as from reliable information received, we believe is not improbable—sleeping cars be placed upon the railways of New Brunswick and Nova Scotia, the Postal reform may be made complete. For, in that case our mails could be made up in Charlottetown at about 9 p.m.; leave this port at 10 or 11 p.m., connect with night trains in Pictou and Shediac about 2 a.m.; and reach Halifax and St. John in time for delivery about nine o'clock the following day.

THE LUNATIC ASYLUM.

WHEN the Colonial Secretary announced that Government did not intend immediately to make some alteration in the management of the Asylum for the Insane, we must own to a feeling of startled and painful surprise. If the hideous details delineated by Honorable Members a few moments previous to the announcement are correct, the institution is a dark blot on our enlightenment and civilization,—a standing reproach to our Christianity and our humanity. A number of hapless human beings, deprived of their reason by the same God who lavishes upon us all the blessings we enjoy, are confided to our care. We shut them up in small, filthy, prison-like rooms; and when all these are filled, we send them to our common jails, and chain them there to in the floor of a darksome dungeon. We place over these unfortunate fellow-creatures of ours—to guard them and to minister to their diseased minds—A CARPENTER. We permit—we continue—these enormities because the Trustees of the Asylum are responsible; because our Government has no power under the law to improve the management of the institution!! We permit them, too, in an age in which the treatment of lunatics has reached perfection. We allow them to continue when, not more than two hundred miles away, insane persons are placed in an establishment presided over by a physician who has made the treatment of their diseases his special study; and who sees that they are cared for and tended as such unfortunate men and women should be. But we refuse to be taught; we continue to treat our lunatics like—in the language of one of our legislators—"like brute beasts." Why? Because the necessary improvements to our Asylum would involve the *expenditure of a large sum of money; because the Government has no power to "change the management."* Can our Legislature—can our people allow such objections to weigh against the dictates of humanity, the promptings of civilization, and the calls of Christianity? Let us immediately set to work. Let us have this shameful stigma removed. Let the press and the pulpit call our legislators to a sense of their duty. If money be needed, let us authorize our Government to make some sacrifice for us. Cannot we do without our exhibitions and a few other public superfluities, so that our fellow-creatures—who, for our own safety, we place in confinement—may be taken out of the filthy cells of our Asylum and jails? But it appears that the law does not authorize Government to make *any change in the management!* Are our laws, like those of the Medes and Persians, unchangeable? Is it impossible to alleviate the pitiful condition of lunatics who are so unfortunate as to live in this Island? If it is not—if the law may be changed, let it be changed immediately. The Legislature is sitting. There is excuse—no necessity for our people to bear this stigma of disgrace until it becomes indelible.

A SUPREME COURT.

IN this Dominion of ours the necessity of some independent authoritative power to define the distinct rights and privileges of the Provincial and the general Governments, to pronounce upon the constitutionality of the laws, and to decide in case of any dispute which may arise, is, every day, becoming more and more apparent. The subject is already beginning to receive the attention of our politicians and statesmen. A Supreme Court, invested with prerogatives similar to those of the "Supreme Court of the United States," has been suggested. Mr. Laurier (M.P. for Arthabaska, Quebec,) in the course of his remarks when seconding the Address in reply to His Excellency's Speech, alludes to the "establishment of a Supreme Court, which he contended was necessary in order to pronounce on the constitutionality of the laws, which at present had to be submitted to the law officers of the Crown in England for consideration." Sir John A. McDonald, in his speech, said—"He had been of the same opinion since Confederation. He believed that the necessity was every day increasing. It was a subject surrounded with many difficulties, but he would give his humble consideration and attention to any measure designed to establish it and enable and make it work satisfactorily.'

The necessity of a 'Supreme Court' where separate 'States' and Provinces are united under one general Government is set forth in the lucid style of John Stuart Mill, in his essay on "Representative Government," as follows:—

"Under the more perfect mode of federation, where every citizen of each particular State owes obedience to two Governments, that of his own State, and that of the federation, it is evidently necessary not only that the constitutional limits of the authority of each should be precisely and clearly defined, but that the power to decide between them in any case of dispute should not reside in either of the Governments, or in any functionary subject to it, but in an umpire independent of both. There must be a Supreme Court of Justice, and a system of subordinate Courts in every State of the Union, before whom such questions shall be carried, and whose judgment on them, in the last stage of appeal shall be final. Every State of the Union, and the Federal Government itself, as well as every functionary of each, must be liable to be sued in those Courts for exceeding their powers, or for non-performance of their federal duties, and must in general be obliged to employ those Courts as the instrument for enforcing their federal rights. This involves the remarkable consequence, actually realized in the United States, that a Court of Justice, the highest federal tribunal, is supreme over the various Governments, both State and Federal; having the right to declare that any law made, or act done by them, exceeds the powers assigned to them by the Federal Constitution, and, in consequence, has no legal validity. It was natural to feel strong doubts before trial had been made, how such a provision would work; whether the tribunal would have the courage to exercise its constitutional power: if it did, whether it would exercise it wisely, and whether the Governments would consent peaceably to its decision. The discussions on the American Constitution before its final adoption, give evidence that these natural apprehensions were strongly felt; but they are now entirely quieted, since, during the two generations and more which have subsequently elapsed, nothing has occurred to verify, though there have at times been disputes of considerable acrimony, and which became the badges of parties, respecting the limits of the authority of the Federal and State Governments. The eminently beneficial working of so singular a provision is probably, as M. de Tocqueville remarks, in a great measure attributable to the peculiarity inherent in a Court of Justice acting as such—namely, that it does not declare the law *eo nomine* and in the abstract, but waits until a case between man and man is brought before it judicially, involving the point in dispute: from which arises the happy effect that its declarations are not made in a very early stage of the controversy; that much popular discussion usually precedes them; that the Court decides after hearing the point fully argued on both sides by lawyers of reputation; decides only as much of the question at a time as is required by the case before it, and its decision, instead of being volunteered for political purposes, is drawn from it by the duty, which it cannot refuse to fulfil, of dispensing justice impartially between adverse litigants. Even these grounds of confidence would not have sufficed to produce the respectful submission with which all authorities have yielded to the decision of the Supreme Court on the interpretation of the Constitution, were it not that complete reliance has been felt, not only in the intellectual pre-eminence of the judges composing that exalted tribunal, but on their entire superiority over either private or sectional partialities. This reliance has been in the main justified; but there is nothing which more vitally imports the American people, than to guard with the most watchful solicitude against everything which has the remotest tendency to produce deterioration in the quality of this great national institution. The confidence on which depends the stability of federal institution was for the first time impared, by the judgment declaring slavery to be of common right, and consequently lawful in the Territorios while not yet constituted as States, even against the will of a majority of their inhabitants. This memorable decision has probably done more than anything else to bring the sectional division to the crisis which has issued in civil war. The main pillar of the American Constitution is scarcely strong enough to bear many more such shocks.

The tribunals which act as umpires between the Federal and State Governments, naturally also decide all disputes between two States, or between a citizen of one State and the Government of another. The usual remedies between nations, war and diplomacy, being precluded by the federal union, it is necessary that a judicial remedy should supply their place. The Supreme Court of the Federation dispenses international law, and is the first great example of what is now one of the most prominent wants of civilized society, a real International Tribunal."

OUR CONSTITUTION.

THE Frenchmen of Lower Canada, it appears, appreciate British Government and the Constitution of the Dominion. Mr. Laurier, a talented young French Canadian, in the speech by which he seconded the Address in Reply, said that,—

"Our constitution was founded upon the British constitution, the finest under which men ever lived. It secured to every man his liberty, and enabled him to exercise his constitutional right without fear. There was nothing on this continent to equal this great constitution. Particularly was it fitted to unite citizens of different races, nationalities and religion, a quality in which the United States' constitution had signally failed. To-day there was not a man in Canada, who did not support this great union, and so successful had been the welding in one of the different Provinces, that every man of them was proud to be a Canadian (cheers) while equally proud to be a subject of the great British Empire. (Renewed cheers) If to-day there is a man among them who would seek or desire to sever this union, he would be worthy of no place in a civilized community. He affirmed, without fear of contradiction, that we presented a spectacle of civil and religious liberty not surpassed in the whole world."

General Edward Lee, who was acting Governor of Wyoming territory when suffrage was granted to the women, delivered a lecture at Boston, last Wednesday, on its workings. He declares that no domestic jars have occurred, even when in one case a husband and wife were rival candidates for the same office, the one on the Democratic the other on the Republican ticket. The women generally vote for the best candidates, and cannot be bribed. and the whole political situation is improved.

The living man who saw Washington now resides near San Francisco, and is 97 years of age. His usefulness on this earth will terminate with the Philadelphia Centennial, where his affectionate grandson proposes to put him on exhibition. The old man's name is Preston. He has held Washington's horse, and hopes at the Centennial to stirrup recollections of the General.

BELFAST DISTRICT.

HAD the late representative of Belfast—the present Minister of the Interior—Mr. Laird—been one tithe as pertinacious in his importunity as his successor—Mr. Welsh—the district would not now be in the neglected condition that it is. Mr. Welsh hardly allows a day to pass without reminding the Government and the House that the interests of his constituents have been overlooked. His demands for justice—we will do him the justice to say—have been unremitting and vigorous, and the arguments he uses have been forcible, if not convincing. The people of Belfast do not certainly deserve any special favor at the hands of the present Government. In view, however, of the way in which their interests were neglected by Mr. Laird—in view of the "evil influence," or "want of influence," of the Minister of the Interior, when he represented them—we trust the Government may be induced to take their case into favorable consideration.

THE OPINION OF THE CHIEF JUSTICE OF ENGLAND UPON MR. HAYTHORNE'S CORRESPONDENCE WITH THE RAILWAY APPRAISERS.

WHEN Mr. Haythorne's very disgraceful correspondence with the Railway Appraisers was before the Legislative Council, that brilliant body, as though to put beyond a doubt the universal opinion of their utter uselessness, passed a resolution approving of the crime of which Mr. Haythorne had been found guilty, and which would have insured his expulsion from any respectable body.

Sad as it was to see the indifference with which his misdemeanor was regarded by the Council, it is sadder still to know that it has so completely identified itself with him in his discreditable position; for it has put upon record a repudiation of the well-understood relations which ought ever to exist between the Executive and the Judiciary.

We remarked before that we had no hope of converting Mr. Haythorne from the error of his way, for he has become stereotyped now; but we do earnestly hope that the Legislative Council—even though teeming with incapables and incompetents as it is—will reconsider the resolution which now disgraces its Journals, approving of conduct which every well-regulated mind can only regard with horror. The number of its days is drawing to a close; it will soon cease to exist, and for its own sake,—for the sake of its few creditable members, and its larger number who are not creditable, we should deeply regret that one of their last acts had been a resolution approving of the commission of a crime. We do hope and trust that if they have no respect for themselves, they may, at least, have some little respect for the constituencies they misrepresent, and reconsider the decision they have arrived at. If they really do think they are right, we have suggested a way in which Mr. Haythorne can test the question with reference to their worthy (?) President. But they will not try that.

We have received assurances from many quarters that the action of the Council in approving of Mr. Haythorne's undisguised attempt to influence the decision of the Appraisers regarding suits then pending before them, is universally regarded with the deepest regret. And if it be too much to hope that that body will decline to accept the advice we tender, in the most perfect good faith, we at least beg that they will attentively consider the opinion of the Lord Chief Justice of England on an identical case. In dissenting from the Geneva award, Sir Alexander Cockburn says:—

"In England, in America, in every well-constituted and well-regulated State, the executive and judiciary powers are separated by a broad and impassable barrier. There is no authority in the State, however high, that would venture to interfere with the discharge of the judicial office. It would be considered a violation of the most sacred principles, and an outrage on all propriety, to seek to control, or even to influence, directly or indirectly, the decision of a Judge, even of the most inferior tribunal."

TELEGRAPHIC RATES.

ANGLO AMERICAN TELEGRAPH CO., LIMITED, Charlottetown Station, April 10, 1874.

TO THE EDITOR OF THE EXAMINER.

Dear Sir,—In reply to the resolution of the Dominion Board of Trade, published in your last issue, I beg to state that, as soon as the Anglo American Telegraph Co., limited, acquired possession of the P. E. Island telegraph line, the Directors took the tariff into consideration, and resolved to reduce it from 75 cts. and 8 cts. to 50 cts. and 3 cts., being a reduction of 33 per cent. for the first ten words, and nearly 66 per cent. for additional words. This reduction came into effect October 1st, 1873 and the result, so far, is a diminution in the receipts exactly corresponding with the reduction made—thus proving beyond a doubt that the public in P. E Island have not sent a single extra message on account of the lower rate,—a result which precludes the possibility of further concessions by the company without serious loss.

T. C. JAMES,
Supt. A. A. Tel. Co., Limited.

Boss Tweed still affords matter for the newspapers. A special despatch to the St. John *Telegraph*, April 6th, is as follows:—

'Police Commissioner Stern asserts, in defence of himself, that so far from Tweed being placed in the most unguarded part of the prison, he is placed in the safest and most strictly guarded portion, where 22 keepers are constantly on guard. He did not think it necessary to make a complete martyr of Tweed, or exercise unnecessary severity, and will satisfactorily explain his action at the proper time. Foster Dewey, Tweed's secretary, asserts that he has been unable to dress himself, has been under medical treatment for ten years, and if subjected to all the rigor of prison, would live but a short time; furthermore, owing to his great bulk and weight, he could not be confined in one of the ordinary cells. Tweed himself says he has performed all work incumbent upon him as hospital attendant. While he is more favored than others, he would not escape if he could, and is hopeful that his counsel will be able to effect his release. He complains of great physical prostration, and believes himself a fit subject for hospital. The *Times* says Tweed himself paid, with money robbed from the city, for the royal appointments of his apartments, and says, editorially, that he still has political influence, and as he holds the fate of scores of prominent men in his hands, it was never very probable that he would be allowed to pine away in solitude. If he believed there was no hope of escape, he would, undoubtedly, open his little budget of secrets. Tweed was yesterday visited by over one hundred politicians and personal friends.

MURDER IN CANADA.—An Ottawa despatch says:—John W. Goldwin murdered an aged man and his wife, named Hadwood, in the eastern part of this County last night. Goldwin was arrested. With great difficulty he was saved from being lynched.

A Melbourne despatch says that Rochefort and his friends are at present at Sydney, but intend to proceed to Europe at once.

"THE WINTER BOAT."

JUST now, the need of the promised 'winter boat' is keenly felt. We have been without foreign mails for a week. In the meantime schooners have entered the port of Georgetown. This is tantalizing. We trust that the promise to get a suitable steamer to carry our mails in early winter and early spring may be kept in good faith. We hope the call for tenders was not a mere election *ruse*. Some persons prophecy that Mr. Laird's "evil influence," or "want of influence," or "neglect to exert his influence,"—as shown in the case of the railway,—will militate against the obtainment of a "winter steamer." It is to be hoped that these prophecies may be unfulfilled—that the power and honesty of the Dominion Government will be sufficient to overcome Mr. Laird's *peculiar* "influence."

TRADE AND COMMERCE.

THE trade and navigation returns, submitted to the Dominion Commons on the 31st March, state, that the statistical aggregation of returns shows a progressive increase in the trade and commerce of the country. The total exports in 1868 were $57,567,888; total imports in 1868 were $73,459,644; entered for consumption in 1868 $71,785,306; for duty in 1868 $8,819,431. Total exports in 1873, $89,789,922, total imports in 1873, $128,011,281; entered for consumption in 1873, $127,514,594, for duty in 1873, $13,017,730. The aggregate for six years, total exports, $438,219,362, total imports $554,223,927; entered for consumption, $532,796,271; duty $64,488.161.20 in six years. The only year in which imports fell short of those of the preceding year is 1869. This was due to increased importation in the Maritime Provinces in 1867. To avoid duties of Canadian tariff, the exports of the country increased in six years to 55·95 per cent; the imports entered for consumption, 77·13 per cent; the amount of duties, 47·59 per cent., and the average yearly excess during that period of the value of imports over exports, was $19,334 094, the average yearly excess of goods entered for consumption being $15,762,818. This last amount includes an average of $6,015,091 of free goods, of which an average of $1,100,000 yearly consists of the value of property brought into the country by immigrants under the name of "settlers' effects." There exists one momentous item of gain to Canada, and that is the value of our British and Foreign carrying trade, almost exclusively in the hands of our large shipowners, whose steamships and sailing vessels bring the products of foreign countries to our shores, and carry from our shores the products of Canada to foreign markets. The statements of Canadian shipping show the large amount of tonnage employed in our carrying trade seaward. The value of Canadian exports to Great Britain and foreign countries in 1872 was $2,639,663; in 1873, $89,789,922. The aggregate of the exports in 1873 over the exports of 1872 is $7,150,259. That increase is most conspicuous in the products of the mine, the exports under that head shewing $3,936,608 in 1872 against $6,471,162 in 1873. The increase in the exportation of mineral, or earth oils, is also worthy of note, the quantity exported in 1872 being 7,897,054 gallons, and in 1873, 9,355,325 gallons. The exports of the fisheries show an increase of $430,769 on the preceding year, the forests, $4,901,434; animals and their products $1,826 404; agricultural products, $1,616,778; manufactures, $532,367. On the value of imports entered for consumption it will be seen that the value of goods entered for consumption in the year 1872-3 exceeds the value entered in 1871-2, by $19,805,478. The collective trade of Canada in imports and exports with the under-mentioned countries during the fiscal years of 1871-2 and 1872-3, establishes a steady maintenance of our commercial relations with the mother country, and largely increased commerce with the United States.

With Great Britain the increase of 19.35 per cent. has been more than maintained, the increase being 20.5 per cent. in 1873 as compared with 1872. With the United States however, the percentage of increase in 1871 was only 10.19 per cent., which is shown to have risen in 1873 over 1872 to 24.9 per cent., the total in 1872 being $190,348,779; and in 1873, $217,304,516. The value of goods entered for consumption from Great Britain, and the value of our exports to that country, aggregated in 1872 and 1873 $107,266,624. The goods from the United States and goods exported thereto during the same year show an aggregate value of $89,808,204. We have thus a total trade in imports for consumption and exports with those two countries of $197,074,828, equal to 90.73 per cent. of the whole trade of Canada. With Newfoundland and Prince Edward Island, the aggregate value of Canadian imports from and exports to these colonies has been during the last fiscal year $4,609,552, and if we include our trade with the British West Indies, which amounts to $2,933,548, we have an aggregate amount of purely British trade of $114,809,724, being an increase of $20,128,326 upon the amount stated in the report of the previous year. The value of goods in bond in the Queen's warehouses at the various ports of the Dominion on 30th June, 1873, was $6,710,420, and duties computed under this present tariff, $2,523,449.

Inward-going vessels in 1871 and 1872 were: British, 8,218 vessels; 2,188,372 tons. Foreign, 2,140 vessels; 801,421 tons. In 1872 and '73 there were: British, 8,620 vessels; 2 132,250 tons. Foreign, 2,469 vessels; 900,496 tons. Outwards in 1871 and '72: British, 7,933 vessels; 2,168 283 tons. Foreign, 1,965 vessels; 788,619 tons. In 1872 and '73: British, 8,250 vessels; 219,075 tons. Foreign, 2 258 vessels; 862,036 tons. Total inwards and outward, 1871 and '72: 20,256 vessels; 5,946 704 tons. In 1872 and '73: 21,597 vessels; 6,085,535 tons. The statement of the tonnage employed in the inland trade for the fiscal years 1871-72 and 1872-73, was total inwards and outwards: 6,861,456 in 1871-1872, and 5,663,462 for 1672 and 1873.

It will be seen, upon reference to the statement of Canadian Exports, that the value of our manufactures sent abroad to foreign markets stands at the comparatively small figure of $2,921,802. It is believed that, although this is an advance of $532,367 upon the previous year, the exemption of machinery from duty, under authority of the 34th Vic., Cap. 10 passed in 1871, is calculated to give an impulse to the manufacturing energies of the country, which will largely and rapidly increase this branch of the exports. The value of machinery imported in 1870-71 was $524,113, of which $15,218 was free. In 1871-2, the importation amounted to $829,568, of which $259,021 was free, and in 1873 the gross value of the imports of machinery was $1,236.275, of which amount $419,853 were entered under the exemption.—*Montreal Gazette.*

The yield of wheat in the Western States promises to be six per cent above that of last year.

NEW ADVERTISEMENTS.

Tobacco & Cigars!

THE Subscriber offers for sale (In Bond,) a choice Lot of

SMOKING & CHEWING TOBACCO,

and three Cases CIGARS.

74 Boxes Tobacco, in Solace, Sunshine, Virginian, Navy and Black Diamond.

3 Cases Cigars in Victoria & Flor Gertrude.

Samples can be seen at Sale Room

N. RANKIN,
Corner Water & Pownal Sts.

Ch'town, April 13, 1874.

To Carriage Builders!

HOTEL-KEEPERS, BLACKSMITHS,

TANNERS, AND MECHANICS

OF ALL TRADES,

As well as Business Men.

I OFFER, in the thriving Village of ALBERTON, several BUILDING LOTS, immediately facing the RAILWAY STATION. The land is high, dry, and well situated, near

SCHOOLS, CHURCHES, MILLS, &C.

Plans may be seen at the offices of ROBERT SHAW, Esq., Attorney at Law, Charlottetown, of JOHN BALL, Esq., and at the Subscriber's.

TERMS,— 25 per cent. down, or by approved note at three months, balance in four years.

ALL LOTS unsold will be offered at AUCTION on Thursday, the Eighteenth June next, at 11 o'clock, a. m.

GEORGE W. HOWLAN

Alberton, April 13, 1874.—s j ne till June 18

WILL BE PUBLISHED ON APRIL 18TH 1874,

THE NEW ERA.

THE first number will contain the opening Chapters of Thomas Hardy's Novel, entitled, "A PAIR OF BLUE EYES," of which the London *Spectator* says;—"It is a really powerful story, well proportioned in its parts, of varied and deep interest, yet not too harrowing for pleasure, relieved by exquisite touches of word-pictures and supported by characters not too numerous to crowd the stage and divert us from an attentive study of the three central figures." THE NEW ERA will also contain Longfellow's New Poem. "THE HANGING OF THE CRANE;" selected articles of general interest; a full report of HON. B. DAVIES' speech on "DOGMAS AND DEVOTEES," and several leading articles on local political questions.

THE NEW ERA will be sent to subscribers, in any part of the Dominion, at the rate of $1.00 per annum in advance, or $1.20 postage pre-paid.

Address P. R. BOWERS,
April 13, 1874. Charlottetown, P. E. I.

CARDIGAN RIVER FERRY.

COLONIAL SECRETARY'S OFFICE,
April 7, 1874.

SEALED TENDERS will be recieved at this office until Saturday, the 9th day of May next, at 12 o'clock, noon, from any person or persons willing to contract for the FERRY at CARDIGAN RIVER, for three years from the 7th day of June next, in terms of the Act 3, Wil. 4, Cap 8.

The tender must express the rates of ferriage demanded for Passengers, Horses, Cattle, Sheep, Calves and Swine; also, for Vehicles, Luggage per cwt., and Produce per bushel.

The names of two responsible persons willing to become bound for the performance of the service, must accompany the tender.

"*Tender for Cardigan River Ferry,*" must be written on the envelope.

T. HEATH HAVILAND,
Colonial Secretary.

April 13, 3ins

ELLIS RIVER FERRY, LOT 14.

COLONIAL SECRETARY'S OFFICE.
April 7, 1874.

SEALED TENDERS will be recieved at this office until Saturday, the 9th day of May next, at 12 o'clock, noon, from any person or persons being willing to contract for the FERRY at ELLIS RIVER, Lot 14, for three years from the 1st day of June next, in terms of the Act 3, Will. 4th, Cap. 8.

The tender must express the rates of ferriage demanded for Passengers, Horses, Cattle, Sheep, Calves and Swine; also for Vehicles, Luggage, per cwt., and Produce per bushel.

The names of two responsible persons willing to become bound for the performance of the service, must accompany the Tender.

"Tender for Ellis River Ferry," must be written on the envelope.

T. HEATH HAVILAND,
Colonial Secretary.

April 13, 1874—3ins

WALSHTOWN FERRY, LOT 11.

COLONIAL SECRETARY'S OFFICE,
April 7th, 1874.

SEALED TENDERS will be received at this office until Saturday, the 9th day of May, next, at 12 o'clock, noon, from any person or persons being willing to contract for the FERRY at WALSHTOWN, LOT 11, for three years, from the 31st of July, next, in terms of the Act 3, Will. 4, Cap. 8.

The Tenders must express the rates of ferriage demanded for Passengers, Horses, Cattle, Sheep, Calves and Swine; also for Vehicles, Luggage per cwt., and Produce per bushel.

The names of two responsible persons willing to become bound for the performance of the service, must accompany the Tender.

"Tender for Walshtown Ferry, Lot 11, must be written on the envelope.

T HEATH HAVILAND,
Colonial Secretary.

April 13, 1874.—3ins

CHINA POINT FERRY.

COLONIAL SECRETARY'S OFFICE,
April 7, 1874.

SEALED TENDERS will be received at this office until Saturday the 25th day of April, instant, at 12 o'clock, noon, from any person or persons being willing to contract for the FERRY at CHINA POINT, for three years from the 1st day of May, next, in terms of the Act 3d Will 4. Cap. 8.

The Tenders must express the rates of ferriage demanded for Passengers' Horses, Cattle, Sheep, Calves and Swine; also, for Vehicles, Luggage per cwt., and Produce per bushel.

The names of two responsible persons willing to become bound for the performance of the service, must accompany the Tender.

"Tender for China Point Ferry." must be written on the envelope.

T. HEATH HAVILAND,
Colonial Secretary.

April 13, 1874.—21

AUCTION.

I WILL SELL by AUCTION, on MONDAY the 20th inst., at the hour of 12 o'clock, noon, the building of a NEW BRIDGE at Hunter's River Station. Specification can be seen at the office of the undersigned. Two securities will be required for the faithful performance of the contract.

RICHARD WEEKS, S. P. W.

Ch'town, April 6, 1874.—2w

SCRAP IRON!

CASH paid for WROT and CAST IRON SCRAP.

SIMON W. CRABBE,
Sign of the Stove,
109 Queen Street.

Ch'town, March 30, 1874—pa 4i

SUGAR.

THE Subscribers offer for Sale—

12 hhds Bright Retailing Sugar

in Bond or duty paid.

MACDONALD & OWEN.

March 9, 1874.

TENDERS.

TENDERS will be received by the Secretary Board Works, until FRIDAY, the 10th April next, at 12 o'clock, noon, from parties willing to to enter into a contract to build a SCOW for the Ferry at West River. Plans and Specifications can be seen at the office of the undersigned. Two securities willing to become bound for the faithful performance of contract to accompany each Tender. Board do not bind themselves to accept lowest or any tender.

RICHARD WEEKS,
Supt. Public Works.

Ch'town, March 26, 1874.

ADVERTISE in the EXAMINER.

LAND,

Farm Stock, Farming Implements, &c.

I WILL Sell, at Auction, at the residence of James Curtis, Esq., Highfield, on MONDAY, 13th inst., at 11 o'clock:—

1 Bay Mare six years old, (McInnis), 1 grey do., six years old, 1 bay do., three years old, (Stockman), 1 Horse eight years old, good roadster, 2 Cows and Calves, 3 Cows in Calf, 1 Cow, farrow, 1 Alderney Bull two years old, 1 Heifer in Calf, well-bred 1 Heifer two years old, 1 Bull one year old, 1 Ewe and 3 Lambs, 4 Ewes and Lambs, 8 Ewes with Lamb, 6 Lambs yearling, 1 Ram, good breed, 1 Sow and Pigs, 1 Boar Pig.

2 Carts, 2 Trucks, 1 Iron Plough, 1 Wood Plough, 1 Hay Rake, with Wheels, 1 New Sulky, 1 Horse power Threshing Machine, 1 set Harrows, 1 Cast Iron Moulding Plough, 2 Cooking Stoves, Coal, Plough Harness, Swingletrees, lot Farming Implements, and other articles. Also 50 acres Freehold Land, adjoining the Railway Junction.

TERMS—All sums under $5 will be cash on delivery; over that sum, credit until 1st November, on approved joint notes.

WILLIAM DODD,
Auctioneer.

April 6, 1874.

Private Residence to be Sold or Let

THE BRICK HOUSE lately occupied by John McNeill, opposite Prince of Wales College.

D. O'M. REDDIN.

April 6, 1874.—21

Six Months' Trade Sale.

IMMEDIATELY after the receipt of our Spring Stock, by arrival of Steamer *Prince Edward*, and sailing vessels from Great Britain, and Steamers from Boston, Halifax and Montreal, we will sell at AUCTION—

50 Puns. Molasses,	100 Doz. Pickles,
25 Hhds. Sugar,	100 Tins Mustard,
50 Bbls. White C. Sugar,	25 Bbls. Vinegar,
200 " Flour,	25 " Currants,
100 " Cornmeal,	200 Boxes Raisins,
120 Chests Tea,	50 Bbls. Nuts,
40 half-chests do.	100 Bxs. Confectionery
60 Boxes Tobacco,	40 Tins mixed Spice,
100 Caddies "	40 " Ginger,
10 Kegs Twist do.	100 Boxes Blacklead,
230 Boxes Cigars,	25 Gross Blue,
30 Sacks Rice,	100 Tins Pepper,
150 Boxes P. Y. Soap,	40 boxes Epsom Salts
50 " Century "	300 Reams W. Paper,
50 " Scented "	40 M. Paper Bags,
40 Bbls. Washing Soda,	50 Doz. Brooms,
75 Kegs Baking Soda,	50 " Pails,
100 Doz. Table Salt,	45 Boxes Clothes Pins
&c.,	&c.,

Due notice will be given of day of Sale in future Advertisement, and by Handbills.

CARVELL BROS.

Ch'town, March 30, 1874.

FOR SALE.

1 SECOND HAND chain Cable, suitable for a Schooner 50 tons.

HYNDMAN BROS.

March 30, 1874.—61

THE NEW ERA

THE Subscriber respectfully intimates to his former patrons and the public generally, that on receipt of Printing Material, (which is at Cape Tormentine, and which is being forwarded as favorable weather permits,) he will commence the publication of the NEW ERA, a Journal devoted to Politics Literature, Agriculture, Local and Foreign News

The NEW ERA will be a twenty-eight column paper, printed on new Type, and will be sent to subscribers at $1.00 a year, payable in advance.

Judging from the large number of subscribers already obtained, the NEW ERA will afford a good medium for advertisers to bring their business before the country. Only a limited space will be allotted to advertisements, and no patent medicine or handbill advertisements will be admitted. Rates of advertisement will be 40 cts per inch of column for 1st insertion, each continuation, 20 cts per inch; special notices 12 cts per line.

Communications addressed as follows will be punctually attended to.

P. R. BOWERS,
New Era and Royal Gazette Office,
Welsh & Owen's Building,
Corner of Queen & King Streets,
Charlottetown P. E. I.

BARLEY! BARLEY!

THE Subscriber will pay the highest price in cash for any quantity of good TWO-ROWED BARLEY.

BLATCH McKENZIE & CO.

Ch'town, March 30, 1874.—3w

Wanted.

ONE OR TWO JOURNEYMAN SHOEMAKERS can get employment at

JAMES STANLEY'S.

March 16, 1874.—tf

Elliot River Ferry.

COLONIAL SECRETARY'S OFFICE.
25th March, 1874.

SEALED TENDERS will be recieved at this office until WEDNESDAY, the 15th day of April next, at 12 o'clock, noon, from any person or persons being willing to contract for

THE FERRY AT ELLIOT RIVER,

for five years, from the first day of May next, in terms of the Act 3, Will. 4, cap 8.

The Tenders must express the rates of Ferriage demanded for Passengers, Horses, Cattle, Sheep and Swine; also, for vehicles, Luggage per cwt., and Produce per bushel. The Contractor or Contractors to find his or their own Boats, Scow, &c.

Tenders will also be received from persons for the above service, stating the lowest rates at which they will be willing to take it, the Government finding a Scow.

The names of two responsible persons willing to become bound for the performance of the service, must accompany the tender. "*Tender for Elliot River Ferry*" must be written on the envelope.

T. HEATH HAVILAND,
Colonial Secretary.

March 30, 1874.

FREEHOLD PROPERTY

FOR SALE,

On Lot Number 23.

TO be Sold by Public Auction, on Wednesday the Twenty-fifth of March, A. D., 1874, at the hour of Twelve o'clock, noon, at the Colonial Building, Charlottetown, under and by virtue of a power of sale, contained in an Indenture of Mortgage, bearing date the Tenth day of December, A. D., 1871, and made between Lazare Buote, of Township number twenty-three, in Queen's County, in Prince Edward Island, Farmer, and Anastatia his wife, of the one part, and Henry Jones Cundall and Thomas DesBrisay, of Charlottetown, in the said Island, Esquires, of the other part, all the Freehold Estate and Interest of the said Lazare Buote and Anastatia his wife in and to all that tract, piece and parcel of land and premises, situate, lying and being in said Township number twenty-three, and bounded as follows, that is to say: commencing at a stake fixed on the east side of the road leading from New Glasgow to Cavendish, the same being the north-west boundary stake of a tract of land leased formerly to Isidore Buote, now in possession of Edward Woolner, from thence running east fifty-one (51) chains and fifty (50) links, thence north [10] chains, thence west to the aforesaid road, and from thence southwardly along said road to the place of beginning, containing fifty (50) acres, be the same a little more or less.

Also, all that other tract, piece or parcel of land, situate in said Township twenty-three, bounded and described as follows, that is to say: commencing at the west side of the Cavendish road, and on the north side of above described piece of land, running from thence east for the distance of fifty (50) chains, or to the boundary of land formerly held by Gilbert Gallant, but now in possession of Domnick Doriant, thence north five chains and forty (40) links, thence west to the road, and from thence along the road to the place of commencement, containing by estimation twenty-seven acres, a little more or less.

For Terms and particulars of conditions of Sale, apply to R. R. FITZGERALD,

H. J. CUNDALL, for Mortgagees.

Ch'town, 4th Feb., 1874.

The above Sale is hereby postponed until Wednesday, the 6th day of May next, A. D. 1874, then to be held at the hour and place above mentioned.

H. J. CUNDALL, for Mortgagees.

20th March, 1874.

TENDERS.

SEALED TENDERS will be recieved by the Secretary of the Board of Works until SATURDAY, the 12th day of April next, from parties willing to enter into a contract for the rebuilding of DeSable Bridge. Two good and sufficient securities willing to become bound for the faithful performance of said contract to accompany each tender. The Board will not be bound to accept the lowest tender. Plans and and specificatiods to be seen at the office of the undersigned and at the residence of Mr. A. McKay, near Bridge.

RICHARD WEEKS, S. P. W.

Ch'town, March 30, 1874.—3w