WINTER COMMUNICATION

An Interesting Debate in the Senate.

SUMMARY REPORT.

A very interesting debate took place in the Senate a few days ago.

HON. MR. HAYTHORNE "rose to call the attention of the House to the means provided for the transport of passengers between Prince Edward Island and the mainland, and the charges demanded therefor--and to ask the leader of the Government in this House, whether any tariff of charges had been published, and if so, whether a copy thereof can be laid on the table."

Mr. Haythorne censured the management of the Northern Light for having the boat laid up in Souris whilst navigation was still open, and the Postmaster, for withdrawing the special train running in connection with her; and, while admitting that the service at the Capes has been improved under the Marine and Fisheries Department and the supervision of Captain McElhinney, he condemned the regulation which relieves the Government from all responsibility for damages to baggage, for the imposition of a special rate of three cents per pound for baggage weighing over thirty pounds, and for the charge of $7 to persons hauled over in the boats.

SENATOR MONTGOMERY referred to the improvements that have lately been effected, particularly the boathouses, and said that "when a passenger gets there he finds a warm room to wait in; the boats are thoroughly dry when taken out, and the service is prompt and well performed. I have never crossed the Straits with as great comfort as I did this time. We had a heavy snowstorm for an hour and a half or two hours after we started, and when it cleared off we found that we were going as straight for our landing as if we had seen it all the time ahead of us. As far as I can learn, every one that has crossed under the new system has been perfectly satisfied, so far as the comfort and convenience of crossing are concerned."

Referring to the former contractors, Senator Montgomery said:—"I would like to say, with reference to the old contractors, that Captain Muttart has been a long time in the service, and has been very inadequately paid. He was very kind to passengers, and every person who had much to do with him thought very highly of him. If the Government could see their way to do it, I think the country will be very much pleased if some little remuneration were granted to him and to Captain Irving in recoguition of their services."

SIR ALEXANDER CAMPBELL replied. He said the special train was withdrawn because of the great expense of running it ($9,000 to $10,000); but as it was almost immediately replaced, he did not think there was much cause for Senator Haythorne's complaint under that head. He said the Government had spent $156,000 on the Cape Traverse Branch Railway, and had guaranteed to the New Brunswick and P. E. Island Railway Company $113,000 in order that railway facilities might, as soon as possible, be afforded between Cape Tormentine and Sackville. In addition to this, large sums were annually paid for the Northern Light and for the summer service; so that the postal revenue from the Island bears no proportion at all to the amount of money expended for improved facilities for transport and mail service. As to the winter service at the Capes, the Government have adopted most of the recommendations of the Special Committee of Parliament, and the result is, as admitted by Senator Montgomery and others, a great improvement in the service. In reference to summer communication, the recommendation that in connection with the railway to Cape Traverse and the branch now in course of construction on the mainland, piers should be constructed at both Capes, and a steam ferry established for the conveyance of the mail and passengers in the summer season, in accordance with the report of Mr. McLeod, Civil Engineer, Sir Alexander remarked: "The railway on the mainland has not yet got down to the water; it is within two or three miles of it, and when it gets down it will be time to consider the matter. Out of seven recommendations made by the Committee of the Lower House, one is not yet possible, and of the other six we have complied with five of those recommended, and which my hon. friend endorsed. That is doing a good deal towards meeting the views of the people of Prince Edward Island."

As to the tariff of charges, at the Capes it might be too high. "I am not, he said, "in a position to pronounce on that, but it is a tariff capable of being revised at any time and made reasonable. But what the hon. gentleman says was demanded of him, for crossing does not seem to me to be a large sum for the service. Looking back to the time when Parliament sat in Quebec, and when we had to cross the St. Lawrence, less than a mile (whereas the crossing between the Straits is eight miles.) I, and many hon. gentlemen round me, constantly paid from $4 to $5 for being crossed in a canoe over the floating ice. We had four or five men pulling a wooden canoe, with great labor, requiring considerable dexterity and a good knowledge of the navigation to keep us away from or to cross the floes of ice, and I do not know that any member of Parliament thought four or five dollars too large a sum for the service. If there are many poor people who cross the Straits of Northumberland in the winter season, perhaps the tariff should be revised. From a memorandum, furnished by Mr. Smith, Deputy Minister of Marine and Fisheries, Sir Alexander read:

"The passenger tariff by the Northern Light route is $3.00 each; Berth, $1 each; Breakfast, 40 cents; Dinner, 50 cents; Supper, 40 cents.

"The charge for Passengers crossing by the Capes' route is $2 each, when they have a strap and travel outside the boats. When passengers desire to be hauled in one of the three usual mail boats the charge is $4 for each passenger; but if extra boats are hired for the purpose of hauling passengers, then the charge is $7 each. The cost of hiring an extra boat and crew for the round trip is $25.

"Twenty-five pounds of baggage is allowed to be taken by each passenger free of charge; when it exceeds that weight three cents per pound extra is exacted."

The Department of Marine learns that when the ice-boat service was under contract the cost of transporting passengers, including gratuities to the crews, was more than under the present arrangement. The men now receive good wages for their services, and gratuities are not allowed, and if passengers pay the crews anything additional for hauling beyond the regular fares, such payments are made without the knowledge of the Department.

Six Alexander also read the following extract from a letter from Mr. Richard Sloggett, Lloyds Surveyor, Charlottetown, Prince Edward Island, dated 22nd February, 1886, to Mr. Smith, Deputy Minister of Marine, relative to the ice-boat service, which will show his opinion of the manner in which that service has been conducted between Cape Tormentine and Cape Traverse:

"I have very much pleasure in stating that your representative down here, Captain McElhinney, is doing his work admirably. The mails arrive almost daily, and generally early in the day. The arrangements are excellent, and I hear every person speak in the highest terms of the Captain. I have not been up myself, but many of my friends have paid a visit to the Capes to see and inspect for themselves, and I have heard only one opinion expressed."

Referring to Senator Montgomery's recommendation of Captains Muttart and Irving, Sir Alexander said:

"My hon. friend from Park Corner speaks of Captain Muttart who has been long in the service. He must mean that the was long a contractor; he has never been in the public service. I would be very glad indeed if anything could be suggested that would meet my hon. friend's wishes in that respect: but I am afraid I cannot hold out any promise. If Captain Muttart has had bad times he is like all of us who are in the pursuance of private business and private gains. I am afraid the Government can hardly do anything for him."

SENATOR CARVELL spoke strongly on the improved condition of things between Cape Traverse and Cape Tormentine. The boat houses were, he said, a very great boon; and the arrangements made by Capt. McElhinney make a very great improvement. The men now have comfortable quarters in which to wait until the proper time has arrived for them to start. He said:—

"I may say that before leaving Cape Traverse, I was in the boat house for an hour mingling with the men, with nearly all of whom I am well acquainted, having crossed some forty times in the last five or six years. They were all satisfied with the arrangements, and said they were the best they had ever had. These men, instead of having to take the boat at the shore, or near it, and haul it to the board ice, are put in comfortable sleighs and hauled out by teams as passengers, so that when they get to the board ice they have not exhausted a portion of their strength in hauling the boat over a mile and a half of rough ice. On the other side, having crossed, they are put into a sleigh and driven to another comfortable house where they get warmed and can change their clothes and sleep if they like until the return voyage commences. The boats are well equipped with oars and boat hooks. No intoxicating liquors are allowed around the place. I know that in former years when men have been detained for three or four days by adverse circumstances, when the time arrived that they could cross, they were not worth half as much because of the lives they led in the meantime. That is now a thing of the past. Capt. McElhinney has done wonders for the time he has been there; and so far there has been a very great improvement, all of which, I think, the mover of this motion will endorse publicly, as he has done to me privately."

But, said Senator Carvell, "we were a long time in the Union before we got these improvements. What we want now more than anything else is small steamers, one to be kept on either side as auxiliaries," and "further we ought to have a boat with supplies of necessary and useful articles in case of accident, like the one that occurred last winter." The couriers "never start with less than three boats, but they take no supplies," and "supposing they are overtaken in a storm and kept out all night, the supplies required would readily suggest themselves—rubber covers, fuel and food which could be put in a condensed form—and should always be kept on hand." As to the charges, Senator Carvell said that when drawn over by the former contractors he had never paid less than $15, often $16 and sometimes $20. Besides this, he had never—with one exception—hesitated to give the men, and there were five of them, a gratuity of $1 each—and a bottle of something to warm them on landing on the board ice. But this year he was agreeably surprised to find that he was charged only $10, and that was, owing to a mistake, $3 more than the tariff rate.

SENATOR HOWLAN referred to a remark of Sir Alexander Campbell, to the effect that the Island contributes less revenue to the Dominion Treasury than she receives from it.

SIR ALEX. CAMPBELL said he did not make that statement. He said the Post Office revenue was smaller than the expenditure.

Hon. Mr. HOWLAN—I am very glad to hear the hon. member's explanation. It is continually dinned into the ears of the Prince Edward Islanders that the Dominion is giving us more than we pay. I say that is not a fact. I say it cannot be substantiated. You do not in the Public Accounts get at the revenue which is contributed by Prince Edward Island. When we were a separate colony, we had a direct tariff and a direct revenue and it could be seen at a glance what the amount of our revenue was. I assert, and I challenge contradiction, that 88 per cent. of the importations into Prince Edward Island are bought directly from travellers who are the representatives of firms in London, Hamilton, Montreal, Quebec, Halifax and St. John. This is a fact which every business man who understands the question will substantiate. Therefore when you take from the Public Accounts of this country the statement of revenue derived directly from Customs and Inland Revenue, I say it does not show the amount that Prince Edward Island contributes. I assert that Prince Edward Island pays more into the Treasury of the Dominion than she gets from it. However, that is beside the question. Whether we pay more or pay less has nothing to do with the question before the House. The Island is now a province of the Confederation. It was admitted on certain terms and conditions which have not been carried out. I say that Prince Edward Island has not been properly treated. We are told that changes have been made in the mail service; that boat houses have been erected and that certain other things have been done and, as a consequence, there is greater security to life and property and Her Majesty's Mails. This is proof, if proof were needed, that until recently the service was neither safe nor satisfactory. It is the duty of the Government to make the mail service efficient, because it is of extreme importance to the whole community that it should be so. The question has been asked—how many people cross the Straits in Winter? Whatever the number may be, one thing is certain—no man crosses there unless he is compelled to do so; but if you take the summer season, when there is open navigation, you will find that the travel between the Island and the mainland is as great as between any other two Provinces of the Dominion. I should be very glad if a record were kept of the number of persons crossing and the places to which they belong. I venture to say that it would be found that more people from Ontario and Quebec cross the Straits in the winter than from Nova Scotia and New Brunswick.

HON. MR. CARVELL—Many times more.

HON. MR. HOWLAN—Therefore I say it is as important for Ontario and Quebec as for Nova Scotia and New Brunswick, that the improved means of communication which we seek should be furnished. The people of Prince Edward Island are dissatisfied with the existing state of affairs and are determined to have better means of communication with the mainland.

Senator Howlan paid a high compliment to Captain Arthur Irving, and said his long and successful services ought to be recognized. He had been guilty of an indiscretion which he could not defend. But his reputation as a boatman was second to none, and he regretted that circumstances prevented him from being placed at the head of the service this year. As to the pay of the men, it is too small. He thought the captains of the boats should receive $100 each per month at least; that the coxswains should receive $75, and the men $60 each.

SENATOR CARVELL concurred in what Senator Howlan said respecting the payment of the men. The service is a very difficult one, and those who perform it are entitled to more wages than they receive. He also hoped that the amount of luggage which each passenger is allowed to take without charge, will be increased.

SIR ALEXANDER CAMPBELL promised to mention the suggestions to the proper department, and said "we want to make the service effective and the charges reasonable."

PARLIAMENTARY JOTTINGS.

The number of immigrants reported to have settled in Canada during the calendar year 1885 was 79,169.

Dr. Jenkins has given notice of motion for copies of correspondence between the Marine Department and captain of the Northern Light relating to the discontinuance of her trips during the month of February.

A question asked by Mr. Blake elicited the information that 46 half-breeds, 81 Indians and 2 whites were committed for trial in connection with the Northwest rebellion, that 18 half-breeds were tried for treason-felony, one for murder, and one for high treason; 11 were discharged on bail and 8 on promising to appear for trial when summoned to do so. Of the Indians, 44 were convicted mainly for treason-felony, 3 were acquitted and the remainder discharged. One of the white prisoners, Scott, was acquitted, and the other, Jackson, acquitted on the ground of insanity.

Awful Distress in Ireland.

NOTHING BUT MOSS AND SEA GRASS TO EAT — YOUNG GIRLS NAKED WHILE THEIR CLOTHING IS BARTERED FOR SEED POTATOES.

The British Government has placed gunboats at the service of Mr. Toke, in his work of relieving the distress among the inhabitants of the Islands along the western Irish coast. Indescribable distress has developed among the people inhabiting the Arran Islands off Galway who, besides having hardly anything but moss and seagrass left to eat, are without fire and often without clothing and shelter. It is not rare to find girls 17 and 18 years of age kept in enforced hiding during the day because bereft of every thread of clothing long ago bartered for seed potatoes and roots to feed smaller children with. Fishing Inspector Brady recently went among the miserable people of Arran to distribute relief furnished by the organization of Irish Police. His funds ran short, and he still had so much pitiable wretchedness to relieve, he appealed to Mr. Bussy, who is charged with the distribution of the fund raised in America, and begged him to divert a part of his store for the benefit of Arran. This Bussy was permitted to do and he reports in order to save the lives of scores of the people now dying in starvation in these western Islands, it is imperative relief on a large scale at once be organized.

The Exchange Bank.

The Montreal *Gazette* remarks that had the Exchange Bank appeal been taken to the Privy Council upon the judgment of a court of Ontario, or any other of the provinces in which the law is based upon the principles of English jurisprudence, the final result would, it seems, have been in favor of the Government and against the claims of the contesting creditors. That is the plain inference to be drawn from the judgment of their lordships. In coming to a decision on the case they were guided solely by their construction of the two codes of the province of Quebec, drawn up mainly on the principles of the old French law. English law and English precedents were set aside as inapplicable in cases arising under our system, and deductions drawn from works on French law of the time of Louis XIV., employed in the elucidation of the questions at issue. The sections of the English editions of the code bearing on the subject were treated as translations of the French vorsion, the judgment turning largely on the meaning of the word "comptable," which no single word in English seems capable of conveying to the mind.

Capt. Gerstel of the Austrian army, was tried by court martial for a slight offence and convicted, as a matter of form. A light sentence was imposed upon him. He heard the sentence with composure and bowed respectfully to the court, then drawing a revolver and placing it to his head fired two shots and fell dead upon the spot.

"How does the blood reach the heart?" was one of the questions written out on an examination paper at Vassar College. And one of the flyest of the fly girls wrote the answer: "Ice cream; oysters and champagne; box of bonbons; Sunday night calls; no gas; one chair." She evidently had met the "blood," and he was hers.

Advices from Annam state that anarchy prevails in that country, that bands of robbers are scourging the land, that the people have gone into revolt against French authority, and that the rebels have attacked the French near Hue, and are advancing in number upon Quintone.

In a divorce case the other day, at Chicago, a lawyer argued that if a woman on being married, misrepresented her "age to her husband, she was just as liable as a man selling a horse and representing it to be of a certain age, when it could be proved that it was older.

There is a negro girl in Athens who claims that she has a frog in her arm that travels up and down her arm from her wrist to her shoulder. She says that another woman conjured her when she was young, and the frog has been in her arm ever since.

Since Grant's tomb was located at Riverside Park, property in the vicinity has advanced rapidly, unimproved twenty-five foot lots selling for $15,000 each.

House for Sale,

SITUATE on King Street, opposite the residence of P. Blake, Esq. The building is in thorough repair and contains, on the first floor, a front and back shop and two large rooms; also, a large kitchen built on to the house, fitted with many conveniencies—pump, wash boxes, &c, and a good large pantry; second floor, four large rooms; third floor, four large rooms—both flats having nice halls. The house is well finished throughout, and very convenient. The cellar is frost-proof and contains a large brick pantry with cement floor. A water pipe conducts rain water to the cellar. Outbuildings are large and convenient. Possession given from 15th April.

Apply on the premises to the Subscriber,

MRS. JAMES STANLEY.

March 12—pat

SEED WHEAT

FOR SALE—350 Bush. of SEED WHEAT, White Fife and white Russian, raised from Seed imported last spring—a very superior article. Those wanting a change of seed cannot do better.

J. & T. MORRIS.

March 12—3i—dy & wy

TEA, FLOUR, HERRING.

75 chests and half-chests of TEA,
200 barrels choice FLOUR, "Kent" and "Danube,"
100 barrels LABRADOR HERRING.

J. & T. MORRIS.

March 12—3i dy & wky

Liberal-Conservative Committee Rooms

Cameron Block (entrance next door East of Jas. Paton & Co.'s.)

MR. JOHN ROSS, who is acting for Committees, will attend to filling up voters forms, &c. Open day and night.

March 11--2i

BEER BROS.

REQUEST and immediate settlement of all accounts due the firm of

W. W. BEER.

March 10, 1886.

St. Patrick's Day.

THE ANNIVERSARY OF IRELAND'S PATRON SAINT will be celebrated in Charlottetown,

On Wednesday, 17th March,

by a Procession of the Benevolent Irish Society, from their Hall, Prince St., to St. Dunstan's Cathedral, at 9.45 a. m,

In the evening a Literary and Musical

ENTERTAINMENT

WILL BE GIVEN IN THE

MARKET HALL.

Doors open at 7.15. Entertainment to commence at 8.

Admission 25 cents. Reserved Seats 50 cents; Tickets to be procured at the various Drug Stores, and at the Diamond Bookstore.

St. Patrick's Day has been proclaimed a Public and Civic Holiday.

Return Tickets will be issued from all Railway Stations to Charlottetown on 16th and 17th March, good to return on 17th, 18th and 19th March, at one First-class Fare.

JOHN HENNESSY, Secretary.

March 5.—eod wkly.

Prime Codfish.

50 QUINTALS choice Table Codfish, selling at $3.50 per 100 lbs.

FOR SALE BY

HORACE HASRARD.

Ch'town, March 6—2wks eod

The Charlottetown Water Works Co.

NOTICE is hereby given that the Stock Book is the above Company has this day been opened, and that such Stock Book is now in the office of R. R. FitzGerald, Solicitor, in the Cameron Block, Charlottetown, Prince Edward Island, where any person or body politic or corporate can subscribe for shares in the above Company, under the Act or Charter incorporating the same.

Dated this 24th day of February, A. D., 1886.

ALEXANDER McKINNON,
R. R. FITZGERALD,
for Incorporators.

Feb. 24—dy 20i

Kent Street Grocery Store,

Op. the Rocklin House.

R. R. BELL,

DEALER in CHOICE FAMILY GROCERIES, CANNED GOODS, FRUIT, FISH, &c. As my stock is all Fresh and First-class, selected by a gentleman of many years' experience from the best assorted stock in the city, I can guarantee satisfaction to all, and would respectfully solicit a fair share of public patronage.

Orders by mail will receive prompt attention.

R. R. BELL.

March 4th, 1886—1mo eod & wky pd

SEED WHEAT

BEST WHITE RUSSIAN,

FOR SALE CHEAP.

JOHN NEWSON.

Ch'town, March 4, 1886.—5wks dy wky

JAS. PATON & CO, MARKET SQUARE,

OFFER special inducements to purchasers of House Furnishing Goods, during the month of March. Those in need of Carpets and Oilcloths should give us a call. Our stock is pronounced the largest and cheapest in the city, and entirely new.

100 rolls Carpet, in Brussels, Tapestry, Scotch and Hemp.
75 " Oilcloth, from one foot to twelve feet wide.

A special lot of Bleached Sheetings and Pillow Cottons, slightly damaged, will clear off at a bargain. Ask to see them.

Grand value in White and Grey Cottons, Shirtings, Print Cottons, Cretonnes, Table Linens, Towels and Bed Tickings, 1,200 pairs Corsets, cheap.

Gilray's Patent Lace Curtain Stretcher. Ladies should see them.

JAS. PATON & CO.,

SUCCESSORS TO

W. A. WEEKS & CO.

March 5, 1886.

GREAT BANKRUPT STOCK!

—OF—

Dry Goods, Hardware, Crockeryware, Boots, Shoes, &c., &c.

THE Subscriber will sell at Public Auction, commencing on MONDAY, the 15th MARCH, 1886, at 12 o'clock, noon, at his store in Souris East, and to continue from day to day until all is disposed of, the entire stock of Doyle & McBride, consisting of:—

Ready-made Clothing, Dress Goods, Silk Velvets, Velveteens, Silks, Millinery, Worsted Tweeds, Tailors' Trimmings, Window and Table Damasks, Shirtings, Sheetings, Towels and Towelling, Bed Ticking, Winceys and Carpeting, Gents' Furnishing, Shirts, Ulsters, a good stock of Hardware and Iron, Men's Long Boots, Men's Gaiters and Shoes, Ladies' Boots—a Variety.

You may expect a Bargain in every line for Cash, as the entire stock has to be disposed of.

OWEN CONNOLLY.

Souris East, March 1st, 1886—mar3 eod & wky 2i

FLOUR! FLOUR!

WHOLESALE AND RETAIL.

HAVING a Large and Well-assorted Stock on hand, we are selling CHOICE FLOUR very cheap to suit the times.

We keep all the Choice Brands on hand, such as—

Matchless, Kent,
Victory, Forest City,
Queen, Our Favorite,
City Mills, brls. and half-brls, &c.

— ALSO —

CHOICE PASTRY, in half-barrels.

Every Barrel Warranted.

Give us a call before buying elsewhere.

BEER & GOFF,

OPPOSITE MARKET HOUSE.

Feb. 25, 1886 —2aw & wky

CHEAP CASH SALE.

CARPETS, COTTONS, &c.

J. B. MACDONALD

WILL clear out his stock of Carpets at Tremendous Reductions:

Brussels Carpets.
Price $1.60, reduced to $1.15.
Price $1.50, reduced to $1.05.
Price $1.25, reduced to 85cts.

Tapestry Carpets.
Price 90cts, reduced to 65cts.
Price 65cts, reduced to 45cts.
Price 55cts, reduced to 35cts.

Scotch Carpets.
Price $1.25, reduced to 85cts.
Price $1.10, reduced to 75cts.
Price 90cts, reduced to 65cts.

Hemp Carpets,
10, 12, and 14 Cents.

Floor Oilcloths, Lace Curtains, &c., at liberal discounts.

COTTONS! COTTONS!

30,000 yards Grey Cotton at cost; 20,000 yards White Cotton at cost; 20,000 yards Print Cotton at cost.

If you require Carpets, now is the time to buy. A great part of this stock of Carpet was imported last year.

J. B. MACDONALD,

QUEEN STREET.

Ch'town, March 1, 1886.