

New Advertisements.

Mr. Earle's Concert!

A CONCERT of VOCAL & INSTRUMENTAL MUSIC will be given in the Y. M. C. ASSOCIATION HALL

FRIDAY, the 1st proximo,

TICKETS 50 cents each, to be had at Dr. Dodd's Medical Hall, where a plan of the sittings can be seen on Wednesday, the 27th instant. Family tickets of six, \$2.00; of four, \$1.50. Feb. 25—

Tenders for Poor House.

TENDERS, marked "Tenders for Poor House," will be received at the Poor House, until SATURDAY, 9th March, from persons willing to furnish the following supplies:—

- FISH,
- KEROSENE OIL,
- SOAP,
- HOME SPUN CLOTH,
- FLANNEL,
- UNBLEACHED COTTON,
- WHITE,
- WINCEY,
- SHIRTS and DRAWERS,
- HATS and CAPS,

Also for performing the following services:—

- TAILOR'S WORK,
- SHOEMAKER'S "
- UNDEKTAKEK'S "

All necessary information can be obtained at the Poor House from the master. The Commissioners do not bind themselves to accept the lowest or any tender.

GEORGE W. HODGSON,
Sec'y Commissioners.
Ch'town, Feb. 25—dy pat 31aw till 9th

**JAMES HOBBS,
CABINET MAKER,**

Cor. Kent and Prince Streets,
Charlottetown.

THE SUBSCRIBER, in returning thanks to his customers and the public generally, for past favors, would take this method to solicit a further continuance of their patronage. I am better prepared than ever to execute any orders that may be entrusted to me.

The latest styles of all kinds of Household, Office, Church and School Furniture, made from well selected and seasoned stock, at short notice.

Special attention paid to Cutting, Making and Laying Carpets. Repairing neatly done, at short notice. I would also invite the attention of Trustees of City and Country Schools to a DESK, one of the Cheapest and Best ever offered here for School purposes. Please call and inspect it at my Show Room.

JAMES HOBBS.

Corner Kent and Prince Streets,
Ch'town, Feb. 23, 1878.

Union Bank of P. E. Island.

THE ANNUAL GENERAL MEETING of the Shareholders of this Bank will be held at their Banking House, in Charlottetown, on **Wednesday, 6th March**, at twelve o'clock, noon, to elect Directors for the ensuing year, and transact such other business as may be laid before the Meeting.

GEORGE MACLEOD,
Cashier.

Ch'town, Feb. 23—1w

PENNY READINGS

**S. PETER'S SCHOOLROOM,
Tuesday Evn'g, Feb. 26, 1878.**

Doors open at 7.30. Admission 25 cents.
Feb. 21—dy pat till 26th.

**A GRAND FANCY DRESS
CARNIVAL!**

WILL BE HELD AT THE RINK,
On Thursday, Feb. 28th, 1878,
Commencing at 8 p. m. (Sharp.)

RULES:

- No one will be allowed to skate unless in Costume.
- Personation of Religious orders will not be permitted.
- No gentleman will be allowed to personate a female character.
- Only those taking part in the Carnival will be allowed in the Dressing Rooms.
- Strict order will be enforced in all parts of the building.

ADMISSION:

Gentlemen and Ladies in Costume will be admitted free.
Season ticket holders for promenade, 25 cts.
Non-ticket holders for promenade, 50 cts.

The Rink will be suitably decorated for the occasion.
Galbraith's Band will be in attendance, and will perform a select programme from 8 till 11 p. m.

All intending to take part in the Carnival must hand in their names to Dr. Strickland on or before Tuesday, 26th instant.
Ch'town, Feb. 19, 1878.

aware that they and this Parliament have expended a large sum in fulfilling the terms of Union with Prince Edward Island; that Steamship has been built especially for the purpose of keeping open Winter Communication with Prince Edward Island; that it has been built according to the best modern ideas; and that large sums had been expended in repairing that vessel. I also say that, under the circumstances, the Government were, perhaps, justified in making the experiment of carrying the mails between Georgetown, Prince Edward Island, and Pictou, Nova Scotia, inasmuch as those two ports were safe harbors. Georgetown, at least, had the expectation of being open to a very late period every winter. They also had the further advantage, that each port was the terminus of a railway. Therefore it was, perhaps, felt proper and justifiable that the Government should make a thorough experiment of the harbors of Georgetown and Pictou, in order to ascertain whether communication between the Province of Prince Edward Island and the mainland could be maintained there. We have now the experience of an entire winter, an part of another, and that experience certainly indicates very clearly that the position in which the Northern Light is now placed is not suitable for the purpose for which she was built and employed. I shall endeavor to show that other localities between Prince Edward Island and the mainland are better suited for this purpose than the place where she is now located. It may be necessary, perhaps, to give some personal experience on this point, because I do not wish to disparage the capacity of the Northern Light for the work for which she was built. I can say that I spent two or three days on board of her, and had every reason to be satisfied with her performance; but at the commencement of this season the weather was so remarkably mild and open that she scarcely met with any greater difficulty than would be encountered in the summer; but towards the end of last month on the first occurrence of cold weather her course was beset with fields of ice, packed in such a manner that she was unable to continue her passages. The hon. gentlemen who will second this resolution (Hon. Mr. Montgomery) had some practical experience on board the vessel this season. I have had none. I think my hon. friend went on board on the 31st January. I followed him two or three days later. After waiting a couple of days for the return of that vessel, I was induced, hearing the mails were to be sent another way, to go by the old route between Cape Tormentine and Cape Traverse. Now, if personal inconvenience was the only difficulty in the case, of course there would be very little to be said about it, but I tell hon. gentlemen that the failure of that vessel to return caused a delay in the transmission outward of the mails, from Georgetown, and also of the inward mails from Pictou to the Island. The latter had to be sent, a distance of 80 miles, to Cape Traverse; the latter, by a long circuitous route, to Cape Tormentine. On the occasion I refer to Charlottetown was without a mail for six days. Our mercantile community experienced a difficulty which, I am sure, every hon. member of this House will appreciate—the inconvenience of being without any communication with the main land, except by telegraph, for six days, and I see by despatches from the Maritime Provinces that the occurrence has been repeated since then, and the mails have been ordered to be transferred to the old route. There is so much to be said in favor of the route between Cape Tormentine and Cape Traverse for mail purposes over the Georgetown and Pictou route, that I hope I will be pardoned for presenting them in as few words as possible.

Between Pictou and Georgetown is a distance of thirty-five to forty miles, and that space, as the water advances—generally towards the end of January, sometimes earlier—becomes closely packed with heavy fields of ice, and I leave hon. gentlemen to imagine for themselves what the wear and tear must be to any ship, however well and strongly built, when driven stern on through such fields of ice, for days perhaps. Allow that vessel any clear space of water, and she will break her way through formidable barriers of ice; but when she is packed in, as we have read of vessels being caught in the ice in Arctic regions, it becomes almost impossible for her to extricate herself. She must await the action of the wind and waves, and if we could be aware of the facts at the present moment, I believe that is the position in which the Northern Light is now—waiting for the action of the south-west wind to release her from her unpleasant predicament—surrounded by seven or eight feet of solid ice. This wear and tear cannot be repaired, of course, for nothing. I make this motion, as I have stated, not in a spirit of hostility to the Government, but to show, beyond doubt, that the vessel is placed in an unsuitable and inconvenient position. I have heard it said in many quarters—in fact, at one time I advocated the same course myself—that the proper way to proceed would be to issue a commission of enquiry to ascertain the most suitable route. Four years ago that commission would have been exceedingly useful, but at the present day, when we have had the experience of two years, and when it has been demonstrated beyond question that there is but one route suitable, I think a commission of enquiry would only cause unnecessary delay. One of the great recommendations in favor of the route between Capes Traverse and Tormentine is the fact that the Straits there are only nine miles wide, and that distance is reduced in winter to seven miles by the "board" ice, as it is called. That ice seldom or ever moves. At that point only can boats cross. Everywhere else any attempt of the kind that has been made has ended in disaster. I think the experience of two winters has demonstrated beyond a doubt that the Northern Light cannot, under all circumstances, contend against the ice. If she could, I say certainly retain her there, but I contend she cannot. Therefore, it becomes apparent the mail service of Prince Edward Island should be concentrated at one point, between the two Capes, and I am sure it would

be as effectually performed as, under the circumstances, it is possible for it to be. Sometimes it would be necessary to use the steamer, and sometimes iceboats. In the early part of the winter the heavy fields of ice have not yet formed or have not become packed as they do subsequently. It is then the old iceboats experience the greatest difficulty, and in former times I have known three weeks to elapse without mails crossing. This is due to the fact that the Straits are gorged with broken ice and half-melted snow, through which no boat can pass, and on which no man can walk. But under such circumstances the "Northern Light" could run without difficulty and very little wear and tear. This renders the situation I have referred to particularly eligible. The soft, half-melted ice, which is known in that locality as "lolly," is always liable to recur during the winter. You may sometimes find a mass of solid ice in the straits, and a few days later it becomes a field of "lolly," creating an impassable space. That is the time the "Northern Light" could perform her service admirably. I must say the only valid objection I have heard urged against the route between Capes Tormentine and Traverse is, that the "Northern Light" cannot be placed there without a considerable expenditure in building breakwaters. At the commencement of every winter it would be necessary, before the "board" ice forms, that she should have protection from the wind and waves. Afterward, that is not necessary, because the ice is protection enough. One of those breakwaters would be a difficult and expensive engineering work. That I am free to admit, but I do say it is not expedient to abandon a situation possessing so many other advantages, simply because such a difficulty stands in the way. Surely there is engineering skill enough in this country to build a breakwater sufficiently strong to resist the natural forces against it! After building the Victoria Bridge at Montreal and undertaking other splendid works in this Dominion, including a railway across the Rocky Mountains, surely we are not going to be deterred by such a difficulty as the erection of a breakwater at Cape Tormentine. I think it would be a reflection on the Dominion to say so. I think after a candid investigation of the subject it will be admitted that the amount which could be economized through this change would go far to make up the cost of the required improvements. I am aware, also, there are some short branches of railways required there, which would also involve some expenditure; but all that is needed, in the first instance, is a breastwork on the mainland side. On the Island there is a breakwater already; but, being a local work, it is not, perhaps, sufficiently solid, and it would be necessary to extend and strengthen it somewhat. The difficulty at Cape Tormentine is by no means insuperable. I have endeavored to take a common sense view of this question. When the service between Georgetown and Pictou, after a remarkably open season, has ended in a conspicuous failure, what is left for the members from Prince Edward to do but to bring the matter before Parliament? It is the only course open to us. I do not blame the Government for this failure. I think they were justified in giving the Georgetown and Pictou route a fair trial, but that trial having resulted in a failure, other steps should be taken to keep communication open in winter. I think we have had sufficient experience now to enable us to decide, without a commission of inquiry, where we should establish our communication with the mainland. I am inclined to think that such a commission would only delay the change which we advocate. In bringing this matter before you, I have endeavored to occupy as little of your time as possible. I am quite aware it is a subject which does not possess interest to everybody, although I know it does for many gentlemen from adjoining counties, who agree with me that it is not a question for Prince Edward Island alone, but for all the counties and countries having any connection with the trade of the Province. To say it is a local question is a futile argument. It is my duty, knowing well that a time is fast approaching when public men will probably be brought face to face with those whom they represent in this Parliament in some shape or other (for this House has, to a certain degree, a representative character), to press the claims of Prince Edward Island upon the Government and upon Parliament, and this is my apology for the course I have taken on this occasion.

Hon. Mr. Montgomery said he thought if the present route between Georgetown and Pictou were continued the Government would find it necessary to put on a second steamer, because if anything was to happen the Northern Light—if she got stuck in the ice—the passengers and crew might perish. He had crossed the Straits on the 31st of January last. Up to that time there had been no difficulty; there had been little or no ice, and the steamer made one way trips daily. But in attempting to cross over that day she found heavy ice. She forced her way through for a long way, but was ultimately jammed into the ice so tightly that she could neither back out or go forward, and had to remain there all night. Next morning they were three miles from land; the captain got a boat out and, after a great deal of difficulty, danger and hardship, they got ashore seven or eight miles from Pictou. He feared there would always be extreme difficulty in crossing from Georgetown to Pictou in severe weather, and the only safe course is from Cape Tormentine to Cape Traverse. The Northern Light could work there in connection with the ice boats, because if she got stuck the ice boats would be on the spot to take her place. Under the existing arrangement this Island was without mails for a week at a time. He was very sorry that the coal provided last season for the use of the steamer was not sent to Capes Tormentine and Traverse. The steamer would have been perfectly safe there, as a harbor could be cut for her in the board ice. They would never have regular mails by the steamer running between Georgetown and Pictou. His opinion was that the only route was that which he

had last mentioned, and that route could be kept open in the summer if proper piers were built, and a branch railway constructed. It would then be nothing more than a ferry in the summer season, and a round trip could be made in two hours.

Hon. Mr. Hayland said this was a question in which the members from the Provinces of Ontario and Quebec would take very little interest; but it was a matter of very great importance to the whole of the inhabitants of Prince Edward Island and the Maritime Provinces. They, as a matter of course, felt a deep interest in the establishment of regular winter mails. In the articles of Confederation they were guaranteed that that service would be efficiently performed. There was no doubt that the steamer "Northern Light" had cost the Government a large amount of money in the first instance, and subsequently for very extensive improvements and repairs made to her last summer. He did not think there was so much to be found fault with in the construction of the boat, but that she had been put on the wrong route. As long as she was kept by the Government on the route between Georgetown and Pictou, they would have very little satisfaction as regards regularity of mails or transit of passengers during the winter months; whereas, if she were placed on the route between Cape Traverse, Prince Edward Island, and Cape Tormentine, New Brunswick, he believed they would not have been so often disappointed with the mails being delayed in the Gulf, or troubled with the necessity of having them transported from the steamer when she was blocked up in the ice, by sleighs, and landed at New Glasgow. Of course the change would entail expense, as the hon. mover of the Address contemplates, by the construction of a breakwater on the New Brunswick side. The disbursements required on the Prince Edward Island side would not be as great, as there was a wharf there which, by a reasonable expenditure could be utilized so as to be ready for the steamer next Autumn. There was no doubt that, in the winter season, it was impossible to carry on the mail service in the old fashioned style with ice boats during the formation of the ice early in the month of January when the waters of the Gulf were one mass of "lolly" through which it was impossible to push the boat with boat hooks, and which would not support a boat being dragged on runners. They had two or three weeks without having communication with the mainland, and their only means of knowing what was going on in the outer world was by the electric telegraph. It might weary hon. members constantly bringing this matter up before the House, as it had been up so often before, but the representatives of the Island had no other way of calling the attention of the House to this question in which the people of Prince Edward Island felt so intense an interest now, that they had no Minister to represent them in the Cabinet; and those gentlemen who represented the Provinces of Nova Scotia and New Brunswick, knew very little of the wants of Prince Edward Island. The wants of the people of Prince Edward Island could only be laid before the Government by means of motions of this kind, either here or in the other Chamber. He believed that if a break-water were constructed at Cape Tormentine it would not merely be a place of transit between the main land and the Island proper, but it would be the proper route for mail steamers to run on during the summer season, because there were only some nine miles between the two Capes. All that was necessary to have hourly communication with the mainland would be the construction of these two breakwaters, and a branch line of railway, either from the town of Amherst, or from a place called Aulac down to the Gulf shore, and short railway of ten miles from the Island railway to Cape Traverse. It would not cost a very large sum of money, and it would render the mail service efficient all the year round, making Prince Edward no longer an Island, but virtually a part of the mainland.

Hon. Mr. Botsford said this was a matter of considerable importance, not only to Prince Edward Island, but to the mainland as well; and he congratulated the members from that Island on having arrived at the conclusion that the attempt to establish communication between Georgetown and Pictou was not practicable. There was no doubt whatever, from the experience they had had during the past two seasons—two of the most favorable winters—notwithstanding the amount of money expended on the steamer "Northern Light," that she was not competent to perform regular mail service between the Island and the mainland. He had had an experience extending over some fifty years. Hon. gentlemen would, perhaps, smile when he said so, looking at his youthful appearance.

Hon. gentlemen—Hear, hear, and laughter.

Hon. Mr. Botsford continuing, said he had had an experience of the Straits of Northumberland of half a century, and he felt that the attempt to place a steamer between Pictou and Georgetown during any ordinary winter must be a failure. The only practicable means of communication between the Island and the mainland was between Cape Traverse and Cape Tormentine. The seasons last year and this had been very mild. He had known winters when it would have been utterly impossible for the "Northern Light" to have passed over the Straits with safety. If communication were established between Cape Traverse and Cape Tormentine, and a short line of railway were constructed from Cape Traverse connecting with the Island railway, and another short branch constructed to intersect the Intercolonial Railway at Sackville. It would render communication with Charlottetown speedy and safe—a passage of not more than four hours.

Hon. Mr. Scott.—What would be the railway distance from Cape Tormentine to intersect with the Intercolonial Railway?

Hon. Mr. Botsford said it would be thirty-two miles. He would state to the honorable the Secretary of State that an instrumental survey had been made of the

proposed railway route, levels had been taken, and it was found that with the exception of two or three miles, it was almost a dead level; and the contractor or engineer who surveyed it for the persons interested in the project had tendered for the construction of the road-bed and stations for an extraordinary moderate sum, provided the company went on with the work. The company was formed, but there was some difficulty in obtaining rails, which prevented the Company from accepting the tender. Under the circumstances, there was no doubt but what that route would be a favorable one, both winter and summer, if it were adopted, as there would not be half the danger of loss of life or property that there was in the present route. He fully concurred in the views of the mover of this address, that it was unnecessary to form a commission of enquiry to decide what was the best route. As one who knew the locality, he would be of opinion that the routes between Capes Tormentine and Traverse was the only route that was practicable. With the aid of the "Northern Light," or even a less expensive steamer, with small boats, something similar to those now used, it would be easy to keep up regular communication between the Island and the mainland, as there were very few days in the winter when mails could not be passed across the straits. The reasons given by the hon. members who moved and seconded this address seemed to him conclusive that the formation of a committee of enquiry would cause delay. The satisfactory establishment of regular communication across the straits would be a mutual benefit to the people of New Brunswick and Nova Scotia as well as Prince Edward Island, and he trusted that the Government would adopt that course. It seemed to him so clear, so palpably, when the whole circumstances were taken into consideration, that measures should be adopted to place the mail on the route that nature intended it should be placed.

Other Senators followed.

EXPORTS.

For the following comparative statement we are indebted to Mr. H. McKeena, in the Customs:—

COMPARATIVE STATEMENT, showing the value of goods exported from Prince Edward Island during the years ending 31st December, 1876 and 1877:

	1876.	1877.
The Fisheries	\$176,455	\$364,162
The Forest	72,390	60,359
Animals and their produce	86,645	102,737
Agricultural Products	1,057,821	1,090,539
Manufactures	11,653	11,521
Ships sold to other countries	459,030	303,860
Miscellaneous	832
Goods not produce of Dominion	10,028	9,799
Total	\$1,884,894	\$1,945,977

Oats, Potatoes and Eggs exported, 1876-7:

	1876.		1877.	
	Quantity.	Value.	Quantity.	Value.
Oats, bus	1,980,122	\$847,933	1,558,782	\$691,199
Potatoes	739,308	191,376	1,057,905	354,617
Eggs, doz	384,852	33,432	425,573	59,115

The End of Ward Four.

WARD FOUR is incorrigible. We have dismissed the subject of his communication. We shall now dismiss himself, and we do trust that before he again rushes into print, he will spend some little time and practice in writing so as to make himself somewhat intelligible. "Ward Four" tells us that Mr. Hodgson "is known to be one of the dearest opponents of our present School System." The italics is ours, for we would humbly ask if there are any degrees in death. Surely if a man be dead, then there is an end of him, nor can he be "deader" than another man. But we assure "Ward Four" that he is in error. We learn, upon excellent authority, that Mr. Hodgson was alive and well yesterday evening, which was the latest time that "Ward Four" could have written, even supposing him guilty of breaking the Sabbath day. When "Ward Four" "sighted his last summer's pilgrimage to the seat of Government," it is evident that his powers of vision are of no ordinary kind. Sam Weller's suggested spectacles of double million "hextra power," which could see through a deal door and a stair-case were powerful in their way; but spectacles which will enable a man to "sight" from Charlottetown to Ottawa, have never yet been dreamed of ever in the realms of fiction.

SUICIDE.—Cecil Webster, of Bay Fortune, committed suicide on Saturday last by hanging. The deceased had been in a somewhat desponding state of mind for some time back, but no one suspected that he had any intention of taking away his life. On the morning on which the sad event occurred he appeared to be in his usual good health, took a hearty breakfast, after which he went to the barn, to attend as it was thought, the Stock. About half an hour after his son William found him hanging by the neck in an unfrequented part of the barn. A small rope, which was used as a horse tie, was tied to a spike in one of the joists of the loft, suspended by this in a kneeling posture, his knees within a few inches of the floor, the body was discovered. The feelings of his son, on witnessing this terrible spectacle, may be more easily imagined than described. An inquest was held before Dr. Muttart, Coroner for King's, and a verdict rendered in accordance with the facts. Deceased was 65 years of age, was of a quiet industrious disposition, was in comfortable circumstances; and his untimely end cannot be accounted for except under the head of temporary insanity.

The jury in the case of the Queen vs. McCloskey, for riot, brought in a verdict of guilty after a stirring debate of thirty hours.

We have received a copy of "Belford's Magazine" for March. It is, as usual, well filled with choice literature.