

# THE DAILY EXAMINER.

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NEW SERIES.

CHARLOTTETOWN, P. E. ISLAND, MONDAY, FEBRUARY 14, 1887.

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ALMANAC FOR FEBRUARY, 1887.

MOON'S CHANGES. First Quarter 1st day, 4h. 14.3m. a. m., N. W. (below horizon.) Full Moon 8th day, 6h., 1.5m., a. m., W. Last Quarter 14th day, 9h., 19.5m., p. m., S. W. New Moon 22nd day, 5h., 27.7m., p. m., W.

DAY OF WEEK	Sun	Sun	Moon	High	Day's
M	ris	sets	ris	water	len
1 Tuesday	7 28 4	49 11 20	3 33	9 31	
2 Wednesday	27 5	11 54	4 38	34	
3 Thursday	26	3 41	5 54	37	
4 Friday	24	4 1 29	7 10	40	
5 Saturday	23	6 2 19	8 16	43	
6 Sunday	21	7 3 24	9 11	46	
7 Monday	19	8 4 34	10 4	49	
8 Tuesday	18	9 5 54	10 45	51	
9 Wednesday	17	11 7 10	11 37	54	
10 Thursday	16	13 8 29	12 10	57	
11 Friday	14	15 9 44	0 50	10 1	
12 Saturday	12	16 10 58	1 34	4	
13 Sunday	11	18 12 11	2 21	7	
14 Monday	9	19 0 8	3 16	10	
15 Tuesday	8	21 1 16	4 28	13	
16 Wednesday	7	23 2 19	5 49	16	
17 Thursday	5	24 3 18	7 6	19	
18 Friday	3	25 4 11	8 8	23	
19 Saturday	1	27 5 59	8 56	26	
20 Sunday	6 59	23 5 39	9 39	29	
21 Monday	58	30 6 10	10 32		
22 Tuesday	56	31 6 44	10 48		
23 Wednesday	45	33 7 12	11 24		
24 Thursday	32	34 7 38	11 51		
25 Friday	51	36 8 3	12 45		
26 Saturday	49	37 8 28	0 23		
27 Sunday	47	38 8 54	0 55		
28 Monday	16	47 5 0	9 22	1 10	

CARD. THE EXAMINER PUBLISHING COMPANY, having lately added to their stock of types and material for Job Printing, are better than ever prepared to execute orders for Ball Head Letter Heads, Handbills of all kinds, Visiting or Business Cards, &c., promptly and cheaply. In the best style of the art. Name and first-class workmen are employed in their office; and as they import their printing papers direct from the manufacturers, they are able to fill all orders on the most favorable terms. The continued patronage of the public is respectfully solicited. W. L. COTTON, Manager. Ch'town, Nov. 16, 1886.

CARD. THE Subscriber begs to notify the public that his business connection with Mr. D. A. Bruce having ended, by mutual consent, he intends to open a Mercantile Tailor's Store, in the city, early in the Spring, when he hopes to receive the orders of his friends and to be favored with a share of public patronage. JAMES McLEOD. Ch'town, Jan. 5, 1887. ex pat twks 2aw wky ex pat her ti

CARD. MRS. E. RUTH wishes to announce to the ladies of Charlottetown that she is prepared to do MANTLE AND DRESSMAKING in the newest fashions, having had many years practical experience in the United States, patrons can feel assured of getting every satisfaction. Residence, Richmond Street, near Hillsborough Square. Nov. 29—3mo eod & wky

A CARD. To all who are suffering from the errors and indiscretions of youth, nervous weakness, early decay, loss of manhood, &c., I will send a recipe that will cure you, FREE OF CHARGE. This great remedy was discovered by a missionary in South America. Send a self-addressed envelope to the Rev. JOSEPH T. INMAN, Station D, New York City.

REMOVAL. J. B. MACDONALD has removed for two months (while his own store is undergoing alterations) to the stand adjoining Messrs. Perkins & Stern, on the West Side of the Market Square, where he will sell off the balance of his stock of Dry Goods, Clothing and Genus Furnishings, at prices that are bound to sell them. Don't fail to call when shopping. If we have anything to suit, you can buy cheap. Special bargains given in Ready-made Clothing Overcoats and Suits. A few Men's Fur Coats left—will be sold cheap. Splendid Tea remaining for 25 cents per pound. J. B. MACDONALD. Feb. 5, 1887—6y wky

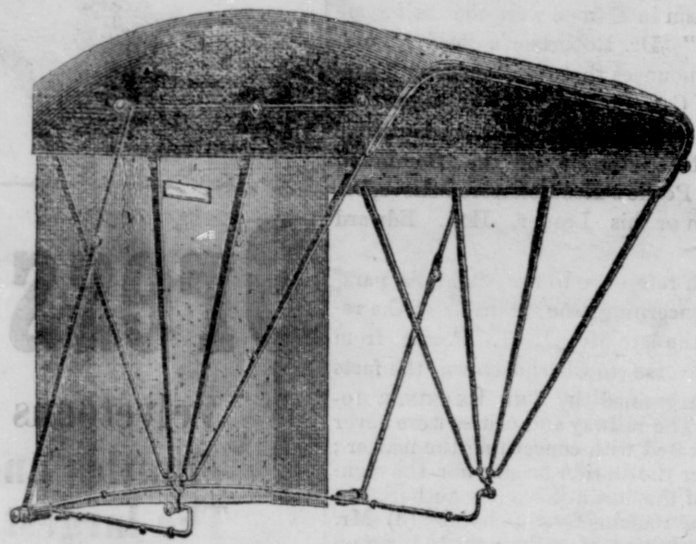
L. ARTHUR & CO., GENERAL Commission Merchants, 121 ATLANTIC AVENUE, BOSTON, MASS. Eggs and Produce a Specialty. Feb. 15, 4h—6h

P. E. ISLAND RAILWAY. NOTICE. DURING the time the Winter Mail Service will be carried on via "The Capes," or until further notice, a Special Passenger Train will leave Charlottetown for Cape Traverse at 8 p. m., Sundays excepted, returning to Charlottetown on following days. Instead of leaving at 8 p. m., on Saturdays, train will leave Charlottetown for Cape Traverse at 12.05 a. m., on Mondays, returning same day. JAMES COLEMAN, Superintendent. Railway Office, Charlottetown, Feb. 2, 1887. ex pat of eod wky prs 2 wks

Carriage Builders Complete Outfitting Warehouse.

Everything in the Line at Lowest Prices.

BUGGY TOPS—Write for Prices.



BUGGY TOPS—Write for Prices.

We offer Better Value in BUGGY TOPS than any other House in Canada.

NORTON & FENNEL, CITY HARDWARE STORE, QUEEN STREET. January 5, 1887.—2aw & wky

HORACE HASZARD, MANUFACTURERS & GENERAL AGENT. REPRESENTING:

The Nova Scotia Sugar Refinery (limited), Halifax, N. S. Messrs. J. Lewenz & Hauser Bros., London, England—Teas. Messrs. Robert Lamb & Co., Dundee, Scotland—Wags, Hessian, &c. Messrs. Thomas Connor & Sons, Portland, N. B.—Ropes, Marlin and Twines. J. F. Carter, Beverly, Mass.—Oiled Clothing, &c.

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Capital \$1,000,000.00 Cash Assets 1,188,200.46 Annual Income Over 1,300,000.00

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Capital Subscribed \$ 500,000.00 Total Assets 1,411,004.33 Income, 1885 319,987.05

Agents wanted in unrepresented districts.

HORACE HASZARD, Agent, P. E. Island. Ch'town, Jan. 13, 1887—1mo eod

FIFTY PER CENT LESS THAN COLONIALS. FIFTY PER CENT LESS.

BOOKS! BOOKS!! BOOKS!!! GOOD NEWS FROM HOME! For the convenience of "Kin Beyond Sea," J. MOSCRIPT PYE (of the above firm) who has had great experience of the varied requirements of ladies and gentlemen abroad and in the Colonies, acts as GENERAL AGENT, and executes with economy and despatch commissions entrusted to him, for anything large or small that may be wanted from Europe. Correspondents in all parts. Manufacturers and Patents, also Financial and Commercial undertakings placed on the English Market. Preliminary Fee, £25 Sterling. Relatives traced. Save time, trouble and expense, by communicating with Mr. PYE, 154 WEST REGENT STREET, GLASGOW. A remittance should in every case accompany instructions. Nov. 13th, 1886—3 mos eod

J. MOSCRIPT PYE & CO., Export Booksellers, Stationers and Publishers, 154 WEST REGENT ST., GLASGOW, SCOTLAND. Nov. 13th, 1886—3 mos eod

CHARLOTTETOWN SASH AND DOOR FACTORY!

Peake's No. 3 Wharf, R. PALMER & CO., PROPRIETORS.

We are now manufacturing and will sell at the Lowest Cash Prices: Sashes, Doors, Window and Door Frames, Architraves, Spouting and Conductor Mouldings, Ballusters, Newel Posts, Stair Rails, Twist, &c. We are prepared to do all kinds of Jobbing, in Planning, Joining, Morticing, Tenoning, Jig and Fret Sawing, Turning, &c. All kinds of Gothic Windows for Churches made at shortest notice. With new and first-class Machinery, and the latest appliances, we can insure the utmost satisfaction to all who favor us with their patronage. Jan. 5, 1887.

THE SUBWAY

Senator Howlan's Speech in Market Hall.

(Photographic Report by Mr. Oceanham.)

Mr. Chairman, Ladies and gentlemen: Since I last had the pleasure of addressing you from this platform on the Subway, we have made some further progress, having accomplished a good deal in surveys of the Straits of Northumberland. When we first set out in our advocacy of this great work, many people did not think it within the range of practical politics. As time passed on, however, additional light was thrown upon the question. It was declared by some that the people of this Island had no interest in the matter; but the fallacy of that statement has been clearly shown. The banquet which was given in my honor, a year ago, thoroughly showed that the public mind had been fully aroused on the question. For that banquet, I now, on the first opportunity that has presented itself, sincerely thank the citizens of Charlottetown. To a public man who has undertaken the advocacy of any great question, it is matter for encouragement that while many persons find fault with him, and attribute false motives to him, others have expressed their full confidence in the work in which he is engaged, and have given him their hearty sympathy, and co-operation. For such a man, it is best to know that some are watching every step which he takes, as it only gives him additional ardour in the performance of his work. I am not an engineer, but my connection with the inauguration of the P. E. Island Railway gave me much experience in matters such as the one to which I am now directing my attention. I may say that at the outset I did not flatter myself that I could get every person to see eye to eye with me in reference to this matter, but I knew that it would not be long before I would be enabled to place it before our people in such a shape that they would agree with me that, when matured, it will fully meet our wants. After I took my place in Parliament, last session, I called upon

SIR JOHN MACDONALD, who gave me an interview, but declared that he did not think this scheme was practicable or feasible. I said I desired to lay the whole matter, in person, before the Privy Council, and to have present one or two of the Government engineers. We would then be enabled to compare notes with some practical result. This was granted. I appeared before the Privy Council and with charts, diagrams and plans, explained the whole matter as thoroughly as I could. Messrs. Sullivan and Ferguson being then on a delegation to Ottawa from this Province, were present. At the conclusion, Sir John expressed the opinion that "there is something in it, I think." Subsequently to that I had several private conversations with Sir John, and some correspondence also passed between us. When I returned to this Island, the other day, I was shown

A STATEMENT IN THE OPPOSITION PRESS of this city to the effect that to Mr. Davies belonged the whole credit of having the survey made for the Subway. To show the utter hollowness of this assertion, I may state that I told Sir John that I was too poor to spend the money necessary to make this survey of the Straits, and would have to ask the Government for a grant sufficient for that purpose. I then drew up a petition asking for that grant, and took it to every representative from the Province in both Houses, to both Whigs and Tories, for their signatures. Other representatives from the Maritime Provinces were asked to sign it. Every man of them then signed that petition excepting Mr. Davies from this Province and Mr. Vail from Nova Scotia!! I am very much surprised, therefore, to have placed in my hands, this evening, a circular headed Subway Scheme, containing a speech made in the House of Commons by Mr. Davies, together with a comment thereon, in which Mr. Davies takes full credit for the survey made for this Subway! The matter pursued by Mr. Davies in this matter reminds me of the old Irish soldier who fought at Waterloo, and who, when he returned to his native village in Ireland, was very fond of getting among the boys of his neighborhood and telling them all about the battle. The old soldier would say: "Stand up in a line boys till I show you all about it. The old General rode down the lines my darlings, and sez he: 'Michael McCarty, are you there?' 'I am General Darling,' sez I. Then sez he: 'In the name of God, let the battle commence.' I find that in this circular great stress is laid upon certain words in a speech delivered in the Senate on the 8th April by Sir Alex. Campbell. The quotation from the circular was as follows:—

"On behalf of the Government he had to inform the House that the Bill could not be accepted and was not accepted as involving subsidy. This was a measure standing on its own merits for the creation of a private company, for the purpose of creating this Subway, and did not in any way involve any undertaking direct or implied on the part of the Government. The Government believed faith had already been kept with P. E. Island, so far as faith could be kept with them."

The quotation gives certain words in italics and capitals. The report of Sir Alex. Campbell's speech in the authorized report, contains neither italics nor capitals, and these words should not be italicized nor put in capitals. It is very strange that the circular does not give the report of Sir John Macdonald's speech, in which allusion was made to the Subway. Why are not Sir John's words given as well as those of Sir Alex. Campbell? Why not? Well, I will give them. Every gentleman present will remember that a long and able correspondence took place between the Local Government of this Province and the Dominion

Government with respect to the fulfilment of the Terms of Union. It was not within the knowledge of any outsider what these documents contained, until, when called for, they were laid before Parliament. When the Subway Bill was under discussion in the Senate, Sir Alex. Campbell stated that "the Bill could not be accepted and was not accepted as involving subsidy." Sir Alex. Campbell's object was not to involve the Government in any way in connection with the matter. But when the matter came up in the House of Commons, what did Sir John say? When speaking on the Bill making provision for the representation of the Northwest Territories in Parliament, he said "he had brought all the Provinces together by an iron band, with the exception of the little Island of Prince Edward, which they were about to bring in by Legislation and Subsidy. These were the words of Sir John Macdonald himself. I am

NOT SURPRISED that certain gentlemen cannot go in for the Subway. When the Subway is built you will not find a single man opposed to it. This was the case with the P. E. I. Railway. When first proposed, it met with strong opposition; but when completed all approved of it. When I got the survey of the Straits made, I sent the report thereon to the Engineer at New York. To my letter Mr. H. H. Hall replied as follows:—

NEW YORK, Dec. 29, 1886. HON. G. W. HOWLAN. My Dear Sir:—Your esteemed favor of the 2nd December was duly received; and plans, etc.

The postponement of your visit here caused me some disappointment, but I see from the newspapers your are not idle. I am very pleased with the survey; it shows that the work to be done is not very difficult, and there is nothing to prevent the Tunnel from being buried out of sight as you suggest. If the borings and soundings are equal on the 6 1/2 mile line, I would choose that in preference to our first location. It would be more practicable to start the Tunnel from, and end it at the shore line instead of running into a wharf. In the first location you will perceive that the Tunnel begins and ends in a wharf; in the other it is shown as ending inland with a partially open cut. The latter would be a more permanent structure. The Tunnel will be guaranteed to stand a strain of 1 1/2 tons to the foot run; in fact, it would carry three tons. In the hope of meeting you soon, I remain, Faithfully yours, H. H. HALL.

Three different routes were surveyed, the lengths of which were 6, 7 1/2 and 8 miles. When in New York, the other day, I wished to lay the report on the Survey before several gentlemen whom I had previously consulted with reference to this matter. Of engineers in England, the Subway scheme had the approval of Sir Edward Bramwell, Sir Douglas Fox and Sir Charles Fox. In the United States, it has had the approval of General Newton, Chief Engineer of the Army and Navy; General McAlpine, past Chief Engineer, and at the present time Chief Engineer of the Arcade Railway of New York; W. R. Hutton, Chief Engineer of the Harlem Bridge, now in course of construction; Andrew Onderdonk, C. E., who built the sea wall around San Francisco, and lately the Rocky Mountain section of the C. P. Railway; R. P. Rothwell, C. E. and M. E., editor of the Mining and Engineering Journal; Professor W. H. Wate, C. E., Franklin University, N. Y.; J. E. Sweet, C. E. for New York State; the editor of the Railway Gazette, Professor Bull, New York University. In Canada, the Subway has been approved by Walter Shanley, C. E., who built the Hoosac Tunnel; A. L. Light, C. E., Chief Engineer of Quebec; Sandford Fleming, C. E. of the C. P. Railway; Vernon Smith, C. E.; H. G. Perley, and many others. Well, the New York Engineers approved of our plans, and of the way in which we proposed to construct the Tunnel. The question now to be considered is, whether or not we can expect any Government to vote \$5,000,000 for a work of this kind, to accommodate 120,000 people. Can our action in asking for the construction of the Subway be defended? If we asked, point blank, for the sum of five millions in cash, the matter would assume an entirely different aspect. No man who supports the Government has a right to ask them to do what he demands, if he feels that if a member of that Government himself he could not grant it or support it. Let us see the extent of the burden to be borne. The interest on the cost of construction would be, at four per cent., \$200,000 per annum. I think it can be shown that the Dominion Government are now spending over that amount in endeavoring, under present circumstances, to do something towards fulfilling the Terms of Union. They have tried, under the old methods, to carry out the Terms of Confederation, but have not succeeded. If the loss on the running of the P. E. I. Railway, the cost of running and sustaining the Winter Steamboats, the Summer Boats, and the Iceboat Service amounts to more than \$200,000, it would certainly be to the advantage of the Dominion Government to construct the Subway, as the present arrangements are very unsatisfactory, and will cost more year by year. But have the other portions of the Dominion no interest in the construction of this Subway? Have Ontario, Quebec, New Brunswick and Nova Scotia no interest in this great work? I think I can show most conclusively that they have

A VERY GREAT INTEREST in this matter, and that it is nearly as important to them as to us. I shall therefore submit my views on this part of the subject for your approval or otherwise. I hold in my hand a railway map of the steamboat lines in the Gulf of St. Lawrence. The distance from the Straits of Belle Isle to Quebec is 762 miles. This is the

ROUTE OF THE MAIL AND PASSENGER STEAMERS. Now, the distance from Belle Isle Straits to George-

town, in this Island, is only 390 miles, and when the Subway is completed, it will be the shortest route to Quebec, by at least 24 hours. Besides this, there remains the fact that while the last Allan Liner passes through Belle Isle about the last week in October, Georgetown could be made use of during the whole of November and part of December. The distance in favor of the Georgetown route is 372 miles, which, when deducted from 2,650 miles, the distance from Quebec to Liverpool via Belle Isle, leaves only 2,278 miles, which is the shortest of all the ocean routes. From Belle Isle to Quebec is 762 miles, which, at the ordinary speed of ocean steamers inside the Gulf would take seventy-six hours. To these 76 hours add 9 hours, the time required to travel from Quebec to Montreal, making a total of 85 hours. From Montreal to Georgetown, by the short route, the distance would be 655 miles; the time required to cover the distance by train, at 30 miles per hour, would be 22 hours, which, added to the 39 hours required from Georgetown to Belle Isle, would make 61 hours. Deducting 61 hours from 85 hours, we have a saving of 24 hours by the Georgetown and Montreal route.

Belle Isle to Quebec, 762 miles.....76 hours. Quebec to Montreal....." 9 " Total.....85 " Belle Isle to Georgetown, 390 miles.....39 hours. Georgetown to Montreal via Subway, 655 miles....." 22 " Total.....61 " Time saved.....24 "

The distances by the short line are as follows, viz.:—Belle Isle to Georgetown, 390 miles; Georgetown to Charlottetown, 46 miles; Charlottetown to Cape Traverse, 45 miles; across Straits by Subway, 7 miles; from Tormentine to Sackville, 32 miles; from Sackville to Moncton, 40 miles; from Moncton to Montreal, by Short Line Railway, 485 miles—total, 655 miles. No less than 372 miles of water passage and twenty-four hours of time would be saved by this route. To show that this would be the shortest of any of the routes followed by ocean steamers in their passage across the Atlantic, he would submit the following list, viz.:—

St. John, N. B., to Liverpool, G. B. 2,800 miles Halifax to Liverpool, G. B.....2,530 " Boston to Liverpool, G. B.....2,890 " New York to Liverpool, G. B.....3,070 " Philadelphia to Liverpool, G. B.....3,150 " Baltimore to Liverpool, G. B.....3,350 " New Orleans to Liverpool, G. B.....4,690 " Quebec to Liverpool via Belle Isle 2,278 " Montreal to Liverpool via Georgetown, P. E. I.....2,278 "

These facts will, I think, fully satisfy any gentleman present, as to the distance by the proposed short line to Liverpool. We propose to put a tunnel across the Hillsboro River opposite Charlottetown this year, constructed on the same principle as that of the proposed Subway at the Capes, and the feasibility and practicability of the latter will then be apparent to all. Feeling satisfied that my plans respecting the Subway can be carried out to a successful issue, and having laid the whole matter before the Dominion Government, I addressed the following letter to Sir John Macdonald, viz.:—

OTTAWA, March 10th, 1886. To the Right Hon. Sir John Macdonald, K. C. B., Premier of Canada. DEAR SIR,—Referring to our several interviews respecting the construction of a Subway across the Northumberland Straits, between Capes Traverse and Tormentine, I beg to submit for the consideration of the Government the following proposition:— 1. The Government is expending annually, at P. E. I., over Two Hundred Thousand Dollars, i. e., The loss annually on Railway. The cost and maintenance of Northern Light. The subsidy to Summer Steamers, and The expense of running the Ice Boats at the Capes. This sum cannot, in my opinion, be decreased, however much it may be increased, as the present state of the Winter and Summer connection is neither satisfactory to the travelling public nor to the people of the Island. 2. With a view to make the P. E. I. Railway and Subway remunerative, it will be necessary to build several branches which have been prayed for by the people from time to time, and which, in my opinion, are necessary, viz.:— From O'Leary Station to the Western Shore. From County Line Station to New London and Rustico. From Charlottetown to Belfast and Murray Harbor. From Souris to East Point. Those Branches would pass through some of the most fertile and prosperous parts of the Island, as well as tap the carrying trade from the Fisheries of the North and South Sides. 3. I am prepared to form a Company to build these Branches and take the Railway off the hands of the Government, complete the Subway across the Straits, and work the whole system, finding ample security therefor, to the satisfaction of the Government, on a Tariff subject to the approval of the Governor in Council, thus affording—"Efficient steam service for the conveyance of mails and passengers daily, Winter and Summer, between the Island and the Dominion, and also placing it in continuous communication with the Intercolonial Railway and the Railway system of the Dominion." 4. That the Government shall deed to the said Company the Railway and equipment, with a right of way to said Subway. That all materials for its construction shall come in free of duty and the Government shall pay or cause to be paid to the said Company, in half-yearly payments the yearly sum of Two Hundred and Fifty Thousand Dollars. Without being in a position to speak for the Government of P. E. I., I may state that in my opinion such an arrangement as I have above proposed, would, if not altogether acceptable, go a long way towards a final settlement of the difficulties now existing between the Government of P. E. I. and the Dominion of Canada. All of which is respectfully submitted by your obedient servant, GEORGE W. HOWLAN.

DEAR SIR,—Referring to our several interviews respecting the construction of a Subway across the Northumberland Straits, between Capes Traverse and Tormentine, I beg to submit for the consideration of the Government the following proposition:—

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