The Examiner.

Chalottetown, Mach 20, 1876.

OPENING OF THE LEGISLATURE.

The "little difficulty" which, last year, existed, between our militia officials and the Provincial authorities, has been satisfactorily arranged. It gives us pleasure to note, that on the occasion of the opening of the Legislature, two companies of active militia were on the ground to do honor to the representative of Her Majesty and Sir Robert Hodgson. Both Major Morris's Battery, which fired the salute, and Major Pollard's which, formed the guard at the Province Building, presented a fine soldierly appearance. A large number of ladies and gentlemen were in the Legislative Chamber, when His Honor delivered the opening speech. The speech was a fair specimen of gubernatorial utterances upon such occasions. A measure "providing for the registration of persons entitled to vote at elections, for members to serve in the General Assembly," is promised; and a bill "ancillary" to the Land Purchase Act, 1875, will be submitted. The latter is not, probably, the "hand maiden" which the Legislative Council treated so rudely in 1874 and 1875. We presume that it will enable proprietors, who are willing to take the money awarded them by the Commissioners, to assure the Government, in the usual way, against subsequent loss on account of outside claims upon the estates; and also, remove some other "hitches" in the Act passed last year. What may be done in the event of the Judges' decisions being sustained by the Supreme Court of Canada, will, of course, be a subject for consideration after the result of the appeal is made known.

The speech does not, of course, indicate all the measures the Government intend to bring forward. Owing to the uncompromising spirit inspired in the people by the press, on both sides of the School Question, it will be impossible to frame a measure of reform in education, which will give satisfaction. Yet, we trust that the Government will make, at least, a move in that direction. We also trust that the Legislature will, during the present session, endeavor to make our Local Government clearly and unmistakably, a "Responsible Government."

REPORT OF THE MINISTER OF THE INTERIOR.

According to the Report of the Minister of the Interior the Indian population of Ontario is estimated at 15,300 souls, the largest tribes being the Six Nations of the Grand River, 3,052; the Chippewas of Lake Huron, 2,298; the Manitoulin Indians, 1,492, and the Chippewas of Lake Superior, 1,488 souls. Besides these there are the tribes of the Oneidas, the Munsees, and the Moravians, of the Thames; the Pottawatimes, of Walpole Island and Sarnia; the Mississaugauas of Rice, Mud, and Scugog lakes; and minor branches of the Chippewa tribe scattered over the northern and eastern sections. The Indian population of Quebec numbers 10,800 souls, the largest tribe being the Montaignais, 1,300 souls. In Nova Scotia there are 1,350 Indians; in New Brunswick 1,560, and in Manitoba and the Northwest 25,394; in British Columbia 31,500; in Prince Edward Island 300, and in Rupert's Land 5,170. The total Indian population of the Dominion is, therefore, close upon 92,000. The returns of property, &c., are incomplete, but those obtained place the total value of improvements on Indian reserves at $1,204,278; of the personal property of the Indians, $489,234; of Indian real estate, $7,633,700, and of Indian capital, $2,885,000.

The report says that the general geological examination of the country has made satisfactory progress during the past year. Explorations have been made in the Nova Scotia coal fields, in the iron ore and apatite regions in Ontario, and in the hitherto almost unexplored mineral region between the Georgian Bay and Moose Factory. The Director and his staff have been employed for six months in collecting specimens intended to represent the mineral resources of the Dominion at the Centennial Exhibition. The appropriation therefor was $5,000. Some 2,000 specimens, representing the minerals of 500 different localities in all parts of the Dominion, from Cape Breton to Vancouver, have been arranged. The specimens of polished marble, building stone, and gold, silver, copper and iron ore are specially noticed, as also those of slates, litographic stone, mineral paints, limes, cements, pottery, bricks, petroleum, coal, and peat.

With regard to Dominion lands in Manitoba, the report says the general depression in business and the partial destruction of the crops by grasshoppers operated materially to discourage immigration into that Province. In spite, however, of these serious drawbacks, 500 homestead entries, representing in round numbers 80,000 acres, were made in the ten months ending the 31st October; and in the same period pre-emption entries in connection with homesteads, representing upwards of 60,000 acres, were also made. In addition to these 5,000 acres were sold for cash, and 17,000 acres were disposed of under military bounty warrants. During the season, a large addition was made to the thriving Mennonite settlement of the province, and the first instalment of three hundred Icelanders established themselves on the site assigned to their countrymen on the west shore of Lake Winnipeg. These latter settlers are spoken of favorably as giving evidences of thrift and self reliance; and there is every reason to believe that this settlement, like that of the Mennonites, will be entirely successful.

Movements of the Fishing Fleet.—The Georgesmen are returning from their first trips of the season with light fares, having encountered very heavy weather, which interfered with fishing. During the week there have been 72 arrivals of the fishing fleet 60 from Georges, 7 from the Banks and five with frozen herring. The receipts of fish are 1,518,000 pounds of codfish, 487,000 pounds of halibut and 2000 barrels of herring. The fleet will soon be underweigh again, and we hope their second trip may retrieve the first.—[Cape Ann Advertiser.

FALSE INNUENDO.

The *Presbyterian*, of Friday last, demands of Mr. Henry Lawson:—

"Dare he deny that he has written editorials in the Examiner in favor of Separate Schools since he bacame editor of the *Patriot!* We defy him to deny the above."

The innuendo contained in this quotation is not only in the highest degree unprofessional and impertinent; it is false and morally, if not legally, libellous. The *Presbyterian* has no right to violate the impersonality of the press by publishing the name of a person it supposes to be a contributor to the editorial columns of the Examiner—even were the supposition correct. Intelligent men, who habitually read the Examiner, will not have failed to remark, that among its contributors are the ablest and most pleasing writers in the Province. But Mr. Henry Lawson, is, we positively and emphatically declare, not one of them. Since he became attached to the staff of the *Patriot*, he has not contributed a single line, word or thought to the Examiner. We could not, of course, hope to retain the confidence of honorable men were it believed that we gave place, in our editorial columns, to political articles from the pen of our bitterest and most pronounced political opponent. Should it hereafter appear, that, owing to a malicious libel—in a journal bearing a religious name, and conducted by one whom people generally believe cannot lie—we lose any considerable support, we shall not fail to prosecute for damages.

COAL IN P. E. ISLAND.

Principal Dawson, of McGill College, Montreal, recently delivered a lecture at Ottawa, in the course of which he said:

"From geological observations, there can be no doubt but that under the Island of Prince Edward vast coal formations exist."

The St. John *Watchman* commenting upon this statement says "the Island government should be up and doing." So, once again, say we. We trust the Legislature may, during the present session, grant a sum sufficient to provide a test of the truth of Professor Dawson's declaration. If coal be not obtained, good water may—and, who knows but we may "strike ile."

DOMINION PARLIAMENT.

WINTER COMMUNICATION.

February 28.

Mr. Perry—I move that an Address be presented to His Excellency the Governor General praying that there may be laid before this House a statement showing what steps have been taken by the Government touching the opening up of regular steam communication in the winter season between Prince Edward Island and the mainland, in accordance with terms of Union between the Province of Prince Edward Island and the Dominion of Canada; also for all correspondence and copies of contracts proposed with various parties in this relation.

At the time of the entry of the Island into Confederation, the Dominion Government became bound to provide steam communication in winter as well as in summer for the conveyance of mails and passengers between it and the mainland, and it is well known that up to the present time this stipulation has not been honoured. I am very anxious, accordingly, to learn what correspondence has passed between the Government and various persons in this connection.

In the fall of 1873 Mr. King entered into such a contract, but on examination his boat was found to be unsuitable; only one trip was made late in the fall, or the commencement of winter. In the spring 1875 the Government entered into an agreement with Mr. Sewell, of Quebec; I saw him here at the time, and he had the model of a boat which, I believe, from my knowledge of the crossing to be made, would have answered the purpose very well. It appears that this contract fell through, and some time afterwards tenders were offered by two steamboat companies of the Island, one for $14,000 and the other for $20,000, I think. The Government accepted the latter, I understand, and the parties were bound to have a boat in readiness by the fall of 1876. It seems that it cannot be completed for winter service in 1877, throwing such communication back to the winter of 1878; consequently the Island will have been for almost five years in the Confederation without seeing the fulfilment of the stipulation mentioned. I consider that under the circumstances the Government should take the matter up and make the experiment. They should employ an engineer, who could prepare the plan and models. I have no doubt that the service can be secured. This was one of the inducements held out to the Island to enter Confederation, and for many years this want has been deeply felt. One of the Island companies offered to do the work for $20,000, and I believe that for the amount a boat would be provided next fall; the other could have a steamer ready by 1878. I trust that the Province, althoug the smallest in the Dominion, will not be overlooked so far as the observance of terms is concerned, so many parties having already failed, and the time passing when the people of Prince Edward Island should derive the benefit to which they are entitled. I contend, and I think the majority of this House hold a similar view, that the Government should undertake the work themselves. If there is a loss to be sustained the Government are better able to sustain it than private parties; and if there is money to be made the Government are just as much entitled and as competent to make it as private individuals. It is essential also to find out whether the persons getting the boat built are proceeding under a model plan and proper specifications. If the boat should be built for any other purpose than winter crossing, it will be a mistake, and the Government will be no nearer carrying out this part of the terms of Confederation than now.

Mr. Yeo—I quite agree with the last speaker as to the pressing necessity for having this communication opened up. In 1873 there was an attempt to effect this, which, however, proved a failure. A contract was also entered into last year with no better result, and this winter some other party took the matter in hand and also abandoned it. At the time of Confederation this steam communication was held out as one of the greatest inducements to our Province, and it is not right that it should now be neglected. By not putting a boat on the Government have already saved from $45,000 to $60,000, which would cover all the expense of constructing a boat specially for the purpose. Should a private company take hold of the matter no advantage will accrue to the Province but the Government's prosecution of this necessary work will operate successfully for all parties. If in connection with this the Administration would open a branch road from Aulac to Cape Tormentine and from Cape Traverse to connect with the Grand Trunk, a great trade would be opened up. As a supporter of this Government, I trust this work will not be delayed much longer, but that they will endeavour speedily to carry it through. The Department of Marine and Fisheries are conversant with the question in its details, and we would gain by having it transferred to them instead of leaving it as it is at present. The people of the Province are desirous of having the matter settled, and the Government will do well in furthering this project.

Mr. Davies—A great deal of dissatisfaction exists in the Province owing to the non-fulfilment of the pledge given before Confederation with reference to this work. The representatives of the Government have been severely censured, but I think the First Minister will give me credit for being very importunate on this point.

Hon. Mr. Mackenzie—You all have.

Mr. Davies—Circumstances have arisen, I know, to prevent the project being carried on. Two difficulties present themselves: first, whether to construct the steamer or to give a private company the contract. The second plan is most generally adopted. The Government do not like to undertake works of this character. I do not think they can prosecute them efficiently, for the reason that private companies have a closer control over their employes and expect to make money, while government employes do not expect to make the service remunerative, and therefore do not expect work with the same energy. I do not expect the boat to be completed under the direction of the Post Office Department. It is not expected that the Postmaster General knows much about shipping, and his department is not the proper one to have this matter in charge. As I before remarked, the Government are desirous of completing this work, but difficulties have cropped up which no doubt will be satisfactorily explained.

A great time should be given to build and equip a steamer of the class required. I happen to be a member of a company which tendered for the work, but we found that the boat could not be completed within the specified time. A vessel of this kind will ordinarily have to be built at Glasgow or Peterhead, but if sufficient time was granted we could build as good a boat in Prince Edward Island for this service as can be procured in the world. This winter a gentleman in the Island accepted the contract, but on sending his engineer to Scotland he found it impossible to get what was required in time, and was under the necessity of declining to perform the work.

Mr. Sinclair—I am very glad this question has been brought forward. My opinions with reference thereto, have not changed since the first. As all acquainted with the Straits of Northumberland know, there will be six weeks during which it will be difficult for the steamer to cross. Boats will then have to be used, and it will be better to have the service all the winter round. As has been observed by the member for Kings' County, companies carry on such undertakings better than Governments; but this work is of a peculiar nature, and as a private enterprise would probably not be efficiently managed. A company would stay in harbour during bad weather, and would be more careful about their boat than the Government. Besides, the public have not the same control over them as over the Government, and would not consequently be so well served.

If the Ministry want to do justice to the Province they will undertake the work themselves. As far as the cost is concerned it would not be much, and any Government who think themselves competent to carry through the Pacific Railway need not shrink from crossing the Straits of Northumberland. The interest of this Province is evidently neglected because it is small as compared with the other Provinces. Many complaints have been uttered, and it is time an adequate attempt was made to carry through this work in a proper manner. The Government should take into consideration that Prince Edward Island looks for it to be completely carried out next winter, and I trust they will make preparations accordingly. This is a question of great importance to Prince Edward Island and the mainland, and it is to be hoped that we shall not have to repeat this complaint.

Hon. Mr. Laird—Being a representative from Charlottetown, the leading city of the Province, I must have a peculiar interest in seeing this winter navigation successful, and I shall use my best efforts to make it so. I can, however, perceive very great difficulties in the way. Winter navigation across the Straits is yet an experiment, just as the navigation of the St. Lawrenee is. But we see that question agitated every Session and the matter is in a very unsatisfactory state. The navigation of the Straits of Northumberland is, however much more likely to be successfully acomplished than the St. Lawrence scheme. The distance is much shorter and the object to be attained is of much more importance, at least to the people on the Island. The whole Province is cut off from the mainland in winter. Small ice boats with runners are taken over the ice as far as it extends and then rowed until the next piece of ice is reached. This is a precarious method of communication, and although we get our mails in that way, still the accommodation is poor and inconvenient. As far as trade is concerned it is absolutely *nil*; we have no means of procuring any article that we require for use during the winter.

Nothing but mere luggage of passengers and small parcels could be taken across. So much with respect to the carriage of mails.

At the time of the Union, when the terms of Confederation were negotiated, it was stipulated that this winter navigation should, if possible, be maintained by the Dominion. This was readily acceded to and confirmed by Parliament without a dissenting voice. The first winter it was impossible to do anything. No tenders were asked for until the present Government came into power. Some time in December tenders were invited and the lowest, sent in by Mr. King of Halifax, was accepted. He was asked to send in specifications of his boat, which had been built at St. John for the service. She seemed to be utterly unfit for the ten years' contract, but as the Government were desirous that the attempt should be made the next winter, an inspection was made by the engineers, who reported that the vessel was seaworthy and strong and the engine sufficiently powerful. On the understanding that this boat should be taken for one winter only, and that the contractor was to build a new boat adapted for the service in every way for the remaining nine years of the contract, he commenced to run his vessel; but last winter was very severe and she was found unfit for the work; she had not sufficient power and was not of the right build. Where the difficulty was, he failed to enter upon the construction of the new steamer, though called upon repeatedly by the Post Office Department to do so, and send in his specifications. In the month of April, when he had failed to comply with his agreement, we cancelled his contract; it was so late then that it was almost impossible to have a boat ready for the following winter. At this time Mr. Sewell, who was well known to be enthusiastic in the matter of winter navigation, was in Ottawa. He had a winter boat in course of construction, and offered to have it ready for this winter provided we would give him the contract to run between Cape Traverse and Cape Dormentine, but he afterwards stipulated that we were to put up break-waters at both points to protect his boat. We refused to sign his contract, having no report as to the cost of such break-waters. On examination it was found they would cost $50,000 and it was doubtful whether they would stand the ice then; consequently the project had to be abandoned late in the season.

The plan of giving the contract to the lowest tender having proved a failure, some three or four persons were asked to make an offer. Steamboat owners in Prince Edward Island were asked to tender, and Mr. Sewell was also invited to take another offer to run between Georgetown and Pictou. Three offers came in and one was accepted; but it appears, their agent having gone to Scotland, he found he could not get the boat built in time for the first winter. I understand they are in correspondence for a boat that will be ready in time.

I can only say the government have taken considerable pains to have this service performed, but the great difficulty seems to be that it is a new work, and no responsible man appears willing to undertake it unless he is pretty well remunerated. There is the same difficulty in getting a boat for the purpose, because it would have to be very strongly built, and would be of very little use for any other service. Still I am of opinion that this work can be done much more efficiently by a company than by the government. We all know how difficult it is to manage anything of the kind so far removed from the seat of Government. All the crew would have to be put in by Government patronage, from the Captain down. It would be very difficult, under such circumstonces, to get the best men and to run the vessel economically. If you deal with one responsible party, who will no doubt be a ship-owner perfectly well acquainted with steamboats, sea captains, and men fit to form his crew, he will do the work well. There is another advantage in having a local company. It would be in a great measure amenable to public opinion in the Provinces interested and somewhat afraid of criticism from the people of the place. These circumstances combined to make a private party better suited to manage this service than the Government. Still, if we cannot get a company for the purpose, the Government, by the terms of Union, is bound to undertake the work.

Hon. Mr. Tupper—I have listened with a good deal of attention to the explanations made by the Minister of the Interior, and I cannot but come to the conclusion that the people of Prince Edward Island have been very badly treated. The hon. gentleman says it was part of the terms of Union with the people of the Island that if it was possible to perform this service it should be done. The hon. gentleman says Prince Edward Island came into the Dominion on the 1st of July, and yet says we should have carried out the terms.

Hon. Mr. Laird—Why did you not ask for tenders?

Hon. Mr. Tupper—I had no authority, and the government of which I was a member, had none to do so. The hon. gentleman knows that he himself took an active part in preventing the government who had arranged the terms of union with the Island, from obtaining a vote from Parliament to carry it into effect. He tells us that he, a representative of the Island holding a seat in the Cabinet, allowed a year to pass the estimates to be voted, and Parliament to close without having raised a finger or taken the slightest steps to carry out the terms. I listened very carefully to the gentleman's statements and I find that no effort was made during the first winter. During that session the hon. gentleman representing the Island in this House stood still, without making an effort to have the terms of union adhered to. I have no sympathy with the hon. gentleman himself, or the others who have been so loud in their complaints to-day, because they have had meted out to to them the same sort of good faith they meted out to others; but I have sympathy with the people of Prince Edward Island, who I consider have been badly treated, for they have good ground for complaint because the government has not kept its compact with them. This administration has not accomplished anything in that direction nor made an effort to do what the Dominion government and parliament pledged themselves to do for the Island. After a whole session had passed, a contract was entered into with a gentleman from Nova Scotia, who undertook to perform the service required. Yet so incompetent were they to deal with even a matter of this kind that they made a contract with Mr King and accepted a miserable boat entirely unfit to perform the service which is regarded as one attended with the greatest difficulty by one of the members for the Island who knows something about shipping. I ask that hon. gentleman if the people of Prince Edward Island do not deserve more at the hands of the government than they have received? It appears that the specifications of the boat were to be sent, and the government instructed their officers to inspect it. Having done so they accepted it. They made a contract, but until we get the papers it will, perhaps, be hardly worth while to go into the question. I am, however, instructed by the contractor that having made a bargain with him, and being satisfied of the fitness of the boat, he performed the work; but having encountered a winter of extreme and unparalleled severity, his contract was violated in the most extraordinary and unwarrantable manner, and he was not permitted to carry it out, as he was prepared to do, by building a boat which, in the judgment of the government, would suit the service. I am not much surprised at the conclusion which the hon. Minister of the Interior has arrived at, a conclusion which the hon. member for Bothwell has also reached, that the government are inadequate to deal with questions of the simplest kind; and the sooner a company can be got to do the work the better will it be for Prince Edward Island and the Dominion. It is quite obvious, from the statement of the hon. gentleman himself, that if the people of Prince Edward Island never get that service performed until such measures as the hon. Minister of the Interior is required to undertake are carried out, they will go without it for a long time. I do not say the service ever will or can be done by anybody, but I say that the government of Canada are pledged to the people of Prince Edward Island to use all the means in their power to establish this service, and until every means is exhausted, whether it succeeds or not, the government will not have fulfilled that pledge. The hon. gentleman has good reason to distrust himself. He says a company can perform the service better than the government can; that a company can build a boat and run it. He leads the House to understand that if the government had a boat perfectly competent for the service, the difficulty would be to man it—they could not trust the government to man it, as the appointments would be made by patronage, so that they would have to take incompetent men. I am not in the least surprised that the hon. gentleman mistrusts himself. It is perfectly obvious that if we were to trust the government in the selection of men for this service the interests of the people of Prince Edward Island would be neglected. A year ago, when the question in relation to the working of the Prince Edward Island railway by government came up, a gentleman of the highest standing came forward and offered a handsome sum of money to be allowed to run the railway. Was his offer accepted? Nothing of the kind. The hon. gentleman knows perfectly well the government could not afford to give up the patronage which the control of the road gave them, to a private individual at a profit to the country, when they had such a number of friends to provide offices for.

Hon. Mr. Mackenzie—I have no objection in the world to the hon gentleman going into argument or political attack, but I think he should choose his time: and if he means to discuss the Prince Edward Island Railway management he should give due notice. I perfectly understand that the hon gentleman cannot speak on any subject without making a political attack but he should confine him to the question at issue.

Hon. Mr. Tupper—I confine myself to a review of the statement made by the hon. Minister of the Interior, and I put it to the House if I have gone outside of that. Are hon. gentlemen going to invoke you, Mr. Speaker to protect them against any censure of their policy? I hold it to be my duty to the people and to the country to censure them. Hon. gentlemen exhibit an amount of temerity and irritability that is not, in my judgment, becoming to the Treasury Benches.

Mr. Speaker ruled that the hon. member for Cumberland should confine himself the motion.

Hon. Mr. Tupper—The hon. Minister of the Interior has propounded a policy to the House of depriving the Government of the patronage connected with this steam communication with Prince Edward Island, and surely I may show the soundness of that policy as illustrated by the maladministration of the Government in the management of works with which patronage is connected.

However, I do not wish to go beyond the strict line of the discussion on the remarks of the hon. gentleman but it is a matter of very great importance. Here is a Province for six months in the year cut off from all communication with the mainland, except by the uncertain means of a little ice-boat. I do not say it is possible for the Government by any policy they can adopt, or by any effort they can make, to bridge the Straits of Northumberland in the winter season, but I do say in the terms of Union the Government and Parliament of Canada have bound themselves solemnly to accomplish that object.

Hon Mr. Mackenzie—There is no condition.

Hon. Mr. Tupper—Then the hon. gentleman will see it is still more necessary to prove it is impossible to do it before we can be relieved in the slightest degree of the obligation we have undertaken, and show that we have not been guilty of bad faith.

Mr. Mills—What would then be said of those who made the compact.?

Hon. Mr. Mackenzie—They were not accustomed to keep faith.

Hon. Mr. Tupper—If it is impracticable, then it will be open for my hon. friend from Bothwell to say: 'You have entered into an engagement that shows your anxiety to undertake an important work that is impossible to do,' and my hon. friend from Bothwell will see that the result will be to show the extreme anxiety of the late Government to do all in their power to bring the inhabitants of Prince Edward Island into as close communication with the mainland as it is possible to do. I believe that the Government had the support of my hon. friend touching that question, notwithstanding his habit of picking flaws in anything that they generally brought forward, as he considered that it was a policy which ought not to be adopted. My hon. friend does not mean to say that we hold the position of independent public men in this country and must leave it to the Administration to ascertain the manner in which things can be done. I am quite sure that he would not be willing to accept such a position for a single moment; and as one of our public men who has always given the most careful consideration to all matters coming before Parliament, he will not be able to escape a certain amount of censure if he has not done all in his power to accomplish the work.

But, sir, to return to the argument. I want to know from the Minister of the Interior whether, down to this hour, the Government of Canada have obtained the best talent that Canada affords to secure specifications for a boat, and the information necessary in order to proceed intelligently with such a work; or does my hon. friend say that this is to be left to a private company? Why, such a company has no business to warrant it taking up such a question; and I declare that if at this day this Government have not done so, they are not in a position to justify themselves, in my judgment, against the legitimate complaints the people of Prince Edward Island make, which complaints have become so strong as to force the hon. gentlemen sitting behind the Minister of the Interior, to attack the Government as they have to-day done. The hon. gentleman remarks that it is near six o'clock, and although I have by no means exhausted the subject, which is very important, I will give the First Minister opportunity for announcing public business.

Hon. Mr. Blanchet—Perhaps the Hon. Minister of the Interior would be kind enough to inform me whether Mr. Sewell, who desired to secure the contract in question, gave security in the way of providing boats for the purpose?

Hon. Mr. Laird—The papers will show when they come down.

Hon. Mr. Blanchet—Is the hon. gentleman aware of this fact or not?

Hon. Mr. Mackenzie—I do not think that it is quite possible to answer this question.

Hon. Mr. Blanchet—It is quite possible.

Hon. Mr. Mackenzie—It is unreasonable. An accurate survey of the place and estimates must be prepared before a decision could be reached. We could not accept the terms required. Mr. Sewell wished the piers to be built.

Hon. Mr. Blanchet—The Hon. Premier may not understand me. I ask whether Mr. Sewell, who engaged to furnish boats fit for the service, gave security?

Hon. Mr. Mackenzie—I do not think that there is anything of the kind. There was no contract, and therefore no security given.

Hon. Mr. Blanchet—Yes; but the Hon. the Minister of the Interior just now told us that Mr. Sewell would be ready to sign a contract if the Government would furnish piers.

Hon. Mr. Mackenzie—We could not grant the terms demanded. I will have the pleasure of saying a few words in reply to my hon. friend from Cumberland when this matter comes up again. I am certain that he would be anything but pleased if I passed over his remarks without notice, and I shall endeavour to gratify him as far as possible. Of course we are very much afraid of him, but still we can manage to get along, I dare say. I move, seconded by Sir John A. Macdonald, the adjournment of the debate.

LATEST NEWS BY TELEGRAPH.

To Reading Room and Examiner.

Ottawa, March 16.—The debate of Sir John McDonald's trade resolution continued until 2.30 o'clock this morning, when the question was taken with the following result: Yeas 70, Nays 116.

Among the petitions presented in the House of Commons to-day was one by Mr. Gorlon for the due observance of the Sabbath on all public works.

The Bill providing for effectual enquiry into corrupt practices at elections was read a third time aud passed.

Montreal, March 15.—The Premier threatens to cancel the contract of the Lachine Canal enlargement on account of the dilatory action of contractors on Sections 9 and 10 where employment was promised thousands of neeły workmen and only twenty are employed.

London, March 15.—To-day is pay day, the last and most critical of fortnightly settlements.

The Stock Exchange is disturbed and excited, and a feeling of uncertainty and anxiety prevails.

Nine failures announced for to-day, and sixteen on the fortnightly settlement.

The Seine is still rising and is now about the high water mark of 1872.

Peace negotiations between Japan and Corea have been concluded.

The National Rifle Association of London will send a team to the Centennial Exhibition. Scotland and Ireland will send riflemen independant of the Association.

Montreal March 17.—The greatest snow fall of the winter occurred during last night, and it has continued all day. In spite of the bad weather St. Patrick's Day was celebrated here by a large procession this morning, and a fine concert this evening.

London, March 17.—Renewed distrust among the stock operates, and a general relapse in prices. The *Times* despatch from Paris says:—"The Scene and Marne are both sixty centimetres higher than in 1872. The plain from Marsons, Alfort, to Villeneuve St. George, is one immense lake. Boats traverse the valley from Villeneuve to Choisy. Distruction of property by floods in Europe is very extensive.' The damage in England, France, and in Germany is unparalleled. Several marine despatches with serious loss of life are also reported. The British House of Commons spent seven hours last night in debate over proposition to add to the Queen's title 'Empress of India.' Queen Victoria will travel through Germany, incog, under the title of 'Countess of Rossenau.' Kaiser Wilheln will meet her at Baden in April The Italian Minister of Public Instruction has ordered the Vatican University to be closed, it being an illegal establishment.

New York, March 17.—The procession of St. Patrick's devotees is very large, notwithstanding muddy walking. Charges of fraud and embezzlement are made in connection with the management of the Central Pacific Railway.

Gold 114¼ to 114⅜.

Ottawa, March 13.—Hon. Mr. Laird entertained a party of gentlemen—comprising members of Parliament and other prominent visitors at dinner at the Rideau Club on Saturday.

A deputation of insurance men, some of them from the United States, others representing American Companies doing business in Canada waited on the Finance Minister to-day, in regard to the provisions of the new Insurance Act copies of which have been transmitted to them. They object particularily to the clause which compels them to deposit an amount of money equal to the annual premium, or sufficient to reinsure the risk. It is not so much to the principle which they take objection as that the proposed law should apply to insurance already undertaken, and which had been taken with no idea of such a surprising change In several other points the ask for a modification. The Finance Minister promised to consider their case.

London, March 13.—A storm on Sunday, did much damage at Portsmouth, Weymouth Dover and other seaports. Six hundred vessels took refuge in the Downs.

Telegram from Pesth says the water of the Danube shows no sign of subsiding. The distress is increasing. A large dam has burst and 50,000 additional acres of land on which were several villages are inundated.

It is said that thirty bodies have been removed from the Roman Catholic Cemetery at Hull during the winter.

It is said that Queen Victoria on assuming her new title will release the Fenian prisoners now held by England.

New York, March 14.—A fire at Caledonia, Ont., yesterday, destroyed Caledonia flour mills owned by McQuarrie, Thornburn & Munroe, with 30,000 bushels of grain.

NEW ADVERTISEMENTS.

AUCTION SALE.

Dry Goods, Groceries, Room Paper, &c., &c.

WE have received an invoice of the following goods, which we will sell by Auction, on MONDAY, the 27th inst., at 11 o'clock, a. m.:—

White Cottons, Prints, Wincies, Holland, French Merino, Coburg, Lustre, Lama, Striped Dress Goods, Red Flannel, Muslin, Velveteen, Velvet, Glazed Lining, Casban, Astracan, Whitney, Blue Pilot Cloth, Corsets, Felt Skirts, Children's Hats, Ribbons, Flowers, Feathers, Kid Gloves, Collars & Cuffs, Neckties, Paper Collars, Boots & Shoes, Handkerchiefs, Pants, Vests, Coats, Reefers, Shirts, Jewlery, Hair Brushes.

HARDWARE.

Hinges, Barn Door Rollers, Pick-axes, Locks, Carriage Bolts, Planes, Draw-Knives, Whips, Lashes.

GROCERIES.

Coffee, Pepper, Corn Starch, Potash, Washing Crystal, Tobacco, Crackers, &c.

—ALSO—

Five Thousand Pieces Room Paper.

The above goods were imported last Fall. Sale positive. Bargains may be expected. Terms made known at sale.

MACKENZIE & STUMBLES, Auctioneers.

Ch'town, March 20, 1875.—1i

IMPERIAL FIRE INSURANCE COMPANY Of London,

[ESTABLISHED 1803]

Subscribed & Invested Capital, $8,650,000.

INSURES at MODERATE RATES Stores, Warehouses, Dwellings, Churches, Merchandize of all kinds, Produce, Vessels on the Stocks, and other Property.

DETACHED DWELLINGS taken for ONE, TWO, and THREE YEARS at special rates.

Losses Adjusted and Settled Promptly.

FENTON T. NEWBERY,

Mar. 20. 1876 Agent for P. E. I.

AUCTION.

I WILL sell by Auction, on MONDAY, the 27th day of March, inst., at the hour of 1 o'clock, p.m., the top repairs to the Breakwater at Victoria, Wood Islands.

RICHARD WEEKS, S. P. W.

Mar. 20, 1876.—1in

EDUCATIONAL.

THE Regular Monthly Meeting of the Board of Education will be held at the Province Building, Ch'town, on Thursday, the 30th inst., at 11 o'clock, a. m.

The Bi-monthly Examination of candidates for license will take place at Normal School, commencing on Tuesday, the 28th inst., at 2 o'clock, p. m.

DONALD McNEILL, Secy.

March 20, 1876.—2in

EXTENSIVE SALE OF BANKRUPT STOCK!

I will sell at auction on

Monday, the 20th instant,

at 11 o'clock, at the store lately occupied by Mr. J. J. Cohn, Welsh and Owen's Brick Building, Queen Street, all the Stock in trade; consisting of a

Large Stock of Dry Goods,

In Women's Dress Goods, Cloths, Sheetings, Shirtings, Printed Cottons, White and Grey Cottons, Tickings, Jeans, Casbans, Linings, Grass Cloth, Towellings, Table Covers, Blankets, Hats and Caps, Ladies' Straw Hats, Ready-made Clothing, Boots and Shoes, Jewelry, Cutlery and Small Wares, Hardware, Groceries, Glass and Crockeryware, Tinware, Buffalo Robes, Trunks and Valises, Furniture, Organs and Pianos, Stoves, Shop Furniture, etc., etc, etc.

The above large stock of merchandize is all in good order, and will be sold without reserve, in lots to suit purchasers.

Catalogues will be prepared showing the number and quantities in the lots, and the Goods may be examined at any time previous to the day of sale.

Terms—All sums under $100, cash; up to $500, three months; and over $500, four months credit. *In all cases good and approved Joint Notes will be required.*

Sale positive. No postponement. By order of the assignee.

WILLIAM DODD, Auct'r.

March, 13, 1876.

Executor's Notice.

ALL persons having any claims against the Estate of the late Honorable DANIEL BRENAN, of Charlottetown, Prince Edward Island, deceased, are required to furnish their accounts, duly attested, to Mr. JOHN GAHAN, of Charlottetown; and all persons indebted to the said Estate are required to make immediate payment to him, he having been authorized and appointed by me to receive the same.

Dated at Charlottetown, this 6th day of March, 1876.

PETER McINTYRE, Bishop of Charlottetown, Executor.

March 13, 1876.—3m

Dwelling House and Lot for Sale By Auction.

THAT DESIRABLE PROPERTY, situate on Kent Street, adjoining the property of Wm Lowe. The Lot is 42 by 80 feet, with a large new frame Dwelling House thereon, nearly finished, and at present owned and occupied by Philip Gowden, and will be offered at AUCTION, on the premises, on

Thursday, the 30th March, inst.,

at 10 o'clock, a. m.

Terms easy and made known at sale.

WM. D. STEWART, Auctioneer.

Ch'town, March 6, 1876—h p til sale

FOR SALE.

THE subscribers have on hand 250 qts. prime HAKE, cheap for cash.

MACDONALD & OWEN.

March 13.—h pa 3i

NOTICE.

ALL parties having GUNS REPAIRED by the undersigned, are requested to call for them before the 1st May next, otherwise they will be sold by auction to pay expenses.

A. HERMANS & SON.

Ch'town, March 10, 1876.—3i

NOTICE.

MR. JAMES O. MORROW, of Souris, having this day assigned all his Stock in Trade, Book Debts, Notes of Hand, &c., to me, for the benefit of his creditors. All persons indebted to the said James O. Morrow, by Book Account, Note of Hand, Judgments, or otherwise, are hereby notified to settle with Mr. Morrow forthwith. All amounts unpaid after the 31st March, inst., will be sued for without further notice.

W. D. STEWART, Assignee.

Ch'town, March 3, 1876. 3in [march 13

PRIME Virginia Leaf Tobacco

CHEAPER THAN EVER,

For Cash! Cash! Cash!

THE subscriber keeps constantly on hand a choice selection of Virginia Leaf Tobacco.

All dealers should call and examine our Stock, as we are prepared to

Sell Lower Than Ever to Those who Purchase for Cash.

CHARLES QUIRK

Mar. 6, 1876.—1y 102 Upper Queen St

NEW ADVERTISEMENTS.

Prince Edward Island Railway!

TENDERS are requested for the erection of a STATION HOUSE, with Waiting rooms, Agents Dwellings, &c., at Summerside, County Line, and Lot Forty Stations.

Tenders for any or all of the above marked on the outside, "Tender for Station Buildings," and addressed to the undersigned, will be received at the Railway Office, Charlottetown, up to Saturday, the 15th day of April.

Plans of the above can be seen, and specifications, forms of Tenders, &c., obtained at the office of Mr. G. C. Cunningham, Engineer, Charlottetown, the Station Agent, Summerside, and the Station Agent, Mount Stewart.

The names of two solvent and responsible parties willing to become sureties for the due fulfilment of the contract, must accompany each tender.

No tender will be considered unless made on the printed forms

The lowest tender will not necessarily be accepted

(Signed) C. J. BRYDGES, Gen. Supt. Gov. Railways.

Ch'town, March 20, 1875.—til April 15.

KING SQUARE CABINET SHOP!

MARK BUTCHER

INVITES the attention and patronage of the public in general to his varied stock of

FURNITURE

NOW ON HAND, WHICH IS

Suitable to every Purchaser,

AND CONSISTS OF

Drawing, Dining & Bed Room Sets,

AND

EVERY ARTICLE USED IN GENERAL FURNISHING.

ALSO, PATENT

WIRE-WOVEN MATTRASSES,

SINGLE AND DOUBLE SIZE.

MASON & HAMLIN'S ORGANS,

and two very superior new

ENGLISH COTTAGE PIANOS

(French Walnut cases)—VERY CHEAP.

All Cheap for Cash or Approved Paper.

UNDERTAKING

In every branch attended to with HEARSE, etc., on more reasonable terms than any other establishment in the city.

Ch'town, March 13. 1876.—a ne pres 3m

FREEHOLD FARM FOR SALE!

THE Subscriber offers for sale the well-known Farm, now occupied by him, containing

100 Acres of Free Land.

It is situated in the thriving district of ROSENEATH, about 6 miles from Georgetown and 2 miles from Montague Bridge and Cardigan R. R. Station. On the farm is

A Good Dwelling House AND Two Good Barns,

(one 47x27, the other 36x18), nearly new. There are 50 acres of land cleared and in good state of cultivation; also, 20 acres of new land, ready to break up. The remainder is covered with hard and soft wood.

Being in the vicinity of Mills, Churchs, Schoolhouses, and plenty of Mussel Mud, it is one of the most valuable properties in the County. Good title guaranteed.

TERMS:—For farm only (1-4) one fourth down, balance in yearly instalments for 6 years.

The purchaser can have Stock and Implements, with farm, if suitable. For further particulars apply to the subscriber, on the premises, or to H. J. Norton, Summerside.

JOHN H. NORTON.

Roseneath, Lot 52, March 6, 1876.—6in

SEED WHEAT.

THE subscriber offers for sale 100 bushels Hungarian PRIME SEED WHEAT. imported from Toronto in November last,

WM. McGILL.

Ch'town, Mar. 6, 1876.—cit pa 1m

SCHOOL BOOKS, MUSIC AND GENERAL LITERATURE

CONSTANTLY BEING RECEIVED BY MAIL.

BREMNER BROS.

March 13, 1876.—3in

FRUIT.

50 Boxes } Layer Raisins.
25 Hlf. do. }
50 boxes Turkey Figs,
35 drums Malaga do.

For sale by FENTON T. NEWBERY & Co.

March 13, 1875.—p a 2i

CHEESE! CHEESE! BEAUTIFUL CHEESE!

Tea, Sugar, Brandy. Wine, etc., etc., etc.

I HAVE in store and will sell at lowest prices, to close consignments:—

120 Nova Scotia CHEESE (superior quality),
50 chests choice Congou TEA,
30 half do do,
25 bbls Scotch refined SUGAR,
5 casks PORT WINE,
3 casks SHERRY WINE,
10 casks PORT WINE,
250 sides N. S. Sole LEATHER,
200 boxes SOAP, Ex. Fam., S. P. Crown & Nonp'l,
100 boxes CRACKERS and Pilot Bread, Wash Boards, Clothes Pins, etc.

In bond or duty paid:—

5 hhds BRANDY, } G. Sayer & Co.
6 qr. casks do }
65 cases do }

WILLIAM DODD.

Queen Square, Feb. 21, 1876.—6i