

THE DAILY EXAMINER.

FEBRUARY 7, 1884.

"Keep the Country out of Debt."

The Grit organ sets up a new claim for the Grit party in local politics. If they had the reins, they would "keep the country out of debt."

But let us cast a glance at Grit management at later dates. During the two years of the Davies administration, over \$97,000 was collected by direct taxation, about \$133,000 from the Land Office, while only \$145,000 was paid for Education, and still at the close of 1878 there was an admitted deficit of \$22,000 with unpaid accounts amounting to \$52,000 more!!

Unscrupulous.

On Tuesday last a rumor was in circulation in Charlottetown to the effect that the corpse of a patient in the Hospital for the Insane had remained unburied over a night in Sherwood Cemetery. Believing the rumor to be well founded, THE EXAMINER, as well as the Patriot, gave currency to it.

A Change.

Some years ago it was remarked that the Island's representatives in the Commons had nothing to say; now the complaint is that they say too much. We quote the following, with reference to the discussion about steamboat inspection, from the Toronto News. It is a lively but not over truthful sketch:—

Whenever any question concerning that diminutive Province comes up, every one of its representatives feel bound to speak on it. There are only six of them, but they try to make up in noise what they lack in numbers.

What about Belle Creek?

The people of Belle Creek and surrounding settlements would do well to ask Mr. Duncan McMillan and the cypher who misrepresents the Belfast District, why they are working so hard to deprive the people of Belle Creek of packet accommodation with Charlottetown.

A Grit Local Administration would be forced (even if they did not desire it) into extravagant expenditures by their declarations in opposition. The Land Office would cease to yield them a revenue, and they would not be able to go to the Dominion for a fulfillment of the Terms of Union, having already given away their case.

by it still. They say debts due the Government should be collected, and they are collecting them with firmness, but without harshness, and will continue to do so. They say that we are entitled to a fulfillment of the Terms of Union, with regard to the maintenance of our public piers and the keeping up of continuous steam communication with the Mainland, and they demand a refund of money expended on our piers since 1873, and compensation for the delay which has taken place in giving us continuous communication with the Dominion.

The difference between the two parties is in a nutshell. The Grits cry out for heavy expenditures on salaries, roads and other things. They condemn the collection of the land money, and they laugh at pressing our claims against the Dominion, but they demand that heavy taxes may be imposed on the people. The Conservatives, on the other hand, say that economy must be practised; debts due the public collected; our just claims against the Dominion firmly enforced, and direct taxation only resorted to as the best resource.

Meeting of Presbytery.

The Presbytery of P. E. Island met in Zion Church on the 5th inst. There was a full attendance of members present. The following arrangements were made for the visitation of the congregations under this Presbytery in the interest of the "Aggregation Fund," viz: Rev. Messrs. Bayne, J. M. McLeod, and John G. Cameron to visit the congregations in King's County—Rev. Mr. Bayne, convenor. Rev. Messrs. Archibald, Grant, McMillan, and Mahon, to visit the congregations in Queen's County—R. v. Mr. Archibald, convenor. Rev. Messrs. Neil McKay, Wm. Scott, A. F. Carr and A. B. McLeod, to visit the congregations in Prince County—Rev. Mr. McKay, convenor.

The session records which had been forwarded to this meeting were examined, found correct and attested. Those sessions whose records have not yet been sent up for examination are enjoined to send them up to the next meeting of Presbytery.

Notice having been received from the Halifax Presbytery that a call had been sustained by them from the congregation of Middle Musquodobit, Halifax County, N. S., to Rev. E. S. Bayne, of Murray Harbor, P. E. Island, the Clerk was instructed to exchange with Mr. Bayne on 24th February, and cite his congregation to appear for their interests at a meeting of Presbytery to be held in Zion Church on 1st April at 11 o'clock a. m.

The following supply was then appointed, viz:—For Georgetown and Montague, Rev. Mr. Bryden, 24th February; Rev. Mr. Sterling, 2nd and 9th March; and Rev. J. G. Cameron, 20th same month. For Clifton and Granville—Rev. Wm. P. Archibald, 2nd March, at 6.30 p. m., and Rev. John McLeod, 9th March.

For Cardigan and Dundas—Rev. A. S. Stewart, February 17th; Rev. Mr. Bryden, 2nd and 9th March; and Mr. Campbell, 23rd same month. For East St. Peter's—Rev. E. S. Bayne, 17th February; and Rev. C. Fraser, 2nd and 9th March.

For Richmond Bay—Rev. Mr. Bryden, 10th and 17th February; Rev. A. B. McLeod at Sheep River section on 16th March at 6.30 p. m.; and Rev. Mr. Archibald on 30th March, at Lot 16, at 10.30 a. m., Lot 14 at 2.30, and Lot 11, at 6.30 p. m. For Tignish, Montrose and Elmsdale—Rev. Mr. Carr, on 17th Feb.; Rev. Wm. Scott, on 9th March; and Rev. Geo. McMillan on 30th March.

For St. James', Charlottetown—Rev. James Allan, Feb. 10th; Rev. George McMillan, Feb. 17th; Rev. Mr. Mason, Feb. 24th; Mr. Mahon in the morning, and Mr. Allen in the evening of March 2nd; Rev. Wm. P. Archibald, on 9th March; and Rev. Mr. Allan Bryden for the remainder of the month.

For Mount Stewart—Rev. Allan McLean Feb. 17th; Rev. Mr. Mahon, 9th March; and Rev. D. McNeill on 23rd March.

The next quarterly meeting was appointed to be held in Zion Church on 6th May, at 11 o'clock, a. m.

JOHN M. McLEOD, Presbytery Clerk.

FIGHTING THE SNOW.—It costs a good penny to fight the snow on the L. C. R. The cost last winter was as follows:— Clearing track ..... \$33,974.00 Repairs to plungers and hangers ..... 12,588.89 Building and repairing snow sheds ..... 11,413.53 Snow fences ..... 7,309.15 Total cost of fighting snow ..... \$65,292.04 Snow ploughs were run last winter, 42,169 miles or about 10,000 miles more than during the winter of 1881-2. Eight and a half (8½) miles of new snow fences were built, and 3,500 lineal feet of snow sheds rebuilt.

"Must be Pushed Through."

When the late Hon. George Brown was editor of the Globe that leading organ of the Liberal Party held that,—

"Instead of the fact that the North Pacific is under construction being an argument for allowing the Canadian project to lie, in the meantime, in abeyance, it affords the strongest reason possible for its being pushed through without delay. Politically, it is a manifest and pressing necessity, while commercially it is as evidently of the very highest importance for Canada. In this way alone can this country have any chance for her fair share in the lucrative trade with the Northwest, which will assuredly spring up, and in the varied traffic with the Pacific world which, to a great extent, will pass through Canadian territory, if once what will be the shortest and easiest route from the ocean is in working order."

"Our neighbors know the value of the prize involved, and are making gigantic efforts to secure it exclusively for themselves. Our rulers will be traitors to their country and to British connection if they lose a single season in making it practicable and convenient for settlers to go to Fort Garry THROUGH THEIR OWN TERRITORY, and in putting things in a fair way for the Canadian Pacific Railway. IT IS A QUESTION NOT MERELY OF CONVENIENCE, BUT OF NATIONAL EXISTENCE; IT MUST BE PUSHED THROUGH AT WHATEVER EXPENSE. We believe it can be so pushed through, not only without being a burden peculiarly to Canada, but with an absolute profit in every point of view. WITHOUT SUCH A LINE A GREAT BRITISH NORTH AMERICA WOULD TURN OUT AN UNSUBSTANTIAL DREAM; with it and with ordinary prudence and wisdom on the part of her statesmen, it will be a great, a glorious reality."

But Mr. Brown is dead; the organ is now for the Party only; it is utterly dead to any such sentiments as are contained in this extract; and the men whose opinion it at present represents are doing their best to prevent the consummation of the "great and glorious reality."

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PARLIAMENTARY CORRESPONDENCE.

Aid to Canada Pacific Railway Company.

Pressing for the "Dominion Grant."

GOVERNMENT ADVERTISING.

The Northern Light.

OTTAWA, Jan. 31.

What the Canada Pacific Railway Company have accomplished was shown in a former letter; and readers of THE EXAMINER will have learned by the telegraph what financial aid they require in order that their work may be satisfactorily completed.

That the Company have been imprudent it is useless to deny. Not, as some persons declare, that they prosecuted the contract work on the main line too vigorously. Their error did not and could not consist in the rapid promotion of the work they had set themselves to do. It consisted, rather, in the purchase of extensions of the railway to Montreal, in the purchase of branches and steamers and costly equipments beyond and apart from the requirements of their contract. In fact they acted as though there was no limit to their capital, when they knew that they must trust to a fluctuating stock market—in which they had scores of powerful competitors and enemies—for the cash they would require to meet their engagements with the Government of Canada. But it is easy to be wise after the event; and in dealing practically with the matter as it now stands, we must remember that that which has been done cannot be undone. How is the difficulty consequent upon their imprudence to be met and overcome? That is the question.

Having failed to sell their stock on terms sufficiently advantageous, the Company were compelled to appeal to the Government for a loan of the money they required for the vigorous and rapid prosecution of the great work. What should, what could, the Government do under the circumstances? The work they are performing is one which the Government is bound to see completed; and it is highly important that it should be completed as soon as possible. The faith of Canada is pledged to the construction of the Canada Pacific Railway, and the interests of Canada are involved in its construction before the Northern Pacific Railway shall have obtained control of the traffic of the Northwest.

Suppose then, that the Company failed to complete the work,—the Government would, of course, be compelled to carry it out; and, in doing so, to expend all the money required for that purpose. Is it at all likely that the cost would be less to the Government than to the company? Everypone will admit that it is not likely. Consequently, the outlay of the Government, if they resumed the work, would be, at least, as great as the amount of the loan required by the company; and the work being again under the control of the Ministry, the door would again, to use the language of the Grits, "be opened wide to corruption and jobbery." And why not loan the company the money they require? If precaution be taken that it shall be expended only on the work, and if they give security in all their valuable property, on their lands, rolling stock, steamers, road bed and all their equipments, would it not, in the interests of the country, be as well—may better—to grant them the aid they require?

The Government have, evidently, thought that it would. They have, at all events, agreed to loan them the amounts they may, from time to time, as the work progresses, require. These amounts are, in addition to the \$7,380,912 already loaned them, in no case to exceed in the aggregate the sum of \$22,500,000.

For the amount they require from time to time, receive from the Government, the Company are to pay interest at the rate of 5 per cent. per annum. But unless some untoward event, such as a change in the administration, should take place, the money can be obtained by the Government on the credit of Canada, on payment of interest at the rate of 4 or 4½ per cent.; and so a profit of from one to three quarters per cent. of the amount loaned will be annually made by the Government on the transaction.

But where and what is the security which the Government have received? This is a most important point. Well, the Government have stipulated that they shall "have the first lien and charge upon the entire property of the company, real and personal, now owned or hereafter to be acquired or owned by them, including their main line of railway, the extensions thereof, their branch lines of railway, the whole of their equipment, rolling stock and plant, and including all steamers and vessels, and also upon the land grant of the company, earned and to hereafter earned, saving always, however, the rights of the holders of the mortgages existing in respect to the extension of the line of the railway from Callander to Brackville and Montreal, as security for the unpaid balance of the purchase money, and constituting the said extension subject to the mortgage on the land grant executed by the company to secure the issue of their land grant bonds; that the Government shall continue to hold and retain the entire of land grant bonds now in its custody or possession, subject to redemption under the terms of the said land grant mortgage and that all moneys as to interest, voting power and all other matters in respect thereof, which would be held or possessed or be exercised by any purchaser of the said bonds."

But, again, what are these railways, steamers, etc., worth? Of the lands already earned by the Company, there are still in their possession, unsold and unencumbered, about 10,000,000 acres; and of the unearned lands to which the Company are, under the terms of their charter, still entitled, there remain 11,244,295 acres—in all 21,244,295 acres. The average price at which the Company have sold their lands is \$2.36 per acre; and only a few days ago the Opposition attempted to fasten upon the Government a charge of having sold below its value a farm for which they received \$3.00 an acre. Not, suppose this land to be worth

only \$1.00 an acre, the Government, in it alone, will have security for \$21,244,295.

Then, as to the railways, locomotives, cars, steamers, etc., it is a fact which can be established, that the Company have laid out in the construction and purchase of these things, no less a sum than \$44,186,247; and making the most ample allowance for depreciation of value, there is, in these things, a valuable, and, in reason, a sufficient security. The extensions of the road from Callander Station to Montreal is under mortgage; but, all the rest, we are assured, absolutely unencumbered; and not an acre of land, not a mile of railway, not a single equipment can or will be sold or disposed of, the proceeds of which will not go into the public exchequer to be used in the payment of the interest or the extinction of the debt.

Well, what further security is needed? Security that after the present liabilities of the company are met the money loaned shall be applied to the purpose of completing the railway. It is provided in the agreement that,— "as part of the said loan the Government may pay to the Company forthwith such amount, not exceeding Seven Million Five Hundred Thousand Dollars, (\$7,500,000) as shall be required by the Company to extinguish its present floating debt; the amount of such debt to be established to the satisfaction of the Government; and that the remainder of the said loan shall be paid to the Company as the work of construction proceeds, in the same proportion as that which is hereby provided for the payment of the balance of the money subsidy."

And payment of the balance of the money subsidy is to be made "as the work on either the Central or Eastern Section of the Railway proceeds, in the proportion which the value of the work done on such section, and for which payment is demanded, bears to the value of the whole work now remaining to be done under the contract on such section."

In an ordinary business transaction, security such as this would be looked upon as sufficient. But suppose the company should forfeit it, by default in the payment, half-yearly, of the interest of the loan, or by default in the payment of the principal on or before the date on which it is due—what then? Then the whole property—land, stock and equipments—will revert to the Government, and will have cost the Government as follows:—

Table with 2 columns: Description and Amount. Cash subsidy provided by the Charter: \$25,000,000. Cost of the sections built by the Government: 28,000,000. The amount of the loan: 22,500,000. 3,886,000 acres of land sold by the Company (say): 3,000,000. Total: \$79,300,000.

Or more than \$20,000,000 less than the estimate of the Opposition as to the cost of the work.

The Opposition will, of course, oppose the giving of Legislative effect to the agreement; for consistency is no part of their plan. But they will be met at almost every point by their own acts and declarations. There is, indeed, but one ground they can take with the slightest hope of making an impression upon the country. It is this: The revenue, last year, decreased, while the expenditure increased and must, as the country develops, continue to increase; and would it be wise, under such circumstances, to attempt to raise the money required by the company, in order that they may vigorously continue their work as they have hitherto carried it forward? Well, the Government have decided to take the risk. We shall see when the question is discussed, how the Government justify their action.

THE DOMINION EXHIBITION.

The Island Members and Senators waited upon the Minister of Agriculture yesterday and urged the strong claims of the Island Province to the Dominion Exhibition grant. The Minister promised to lay the matter before his colleagues in the Government. The Members and Senators will present a memorial formally setting forth the claims referred to; and the Hon. Mr. Haythorne has given notice that he will ask the Leader of the Government in the Senate whether or not the Government have received the resolutions and the memorial passed at "the Exhibition meeting" recently held in Charlottetown.

GOVERNMENT ADVERTISING.

The report of the Secretary of State shows that the Government have not attempted to corrupt the Press—of the Maritime Provinces at least—by a very generous extension of advertising patronage. The amounts received by the newspapers last year were: Ontario ..... \$12,448.16 Quebec ..... 9,757.07 Nova Scotia ..... 2,282.20 New Brunswick ..... 2,706.71 Manitoba ..... 1,903.55 P. E. Island ..... 321.56 British Columbia ..... 333.62 Northwest Territories ..... 262.65 United States ..... 71.79 Total ..... \$30,149.31

Hon. Mr. Haythorne has given notice that he will call the attention of the Government to the expediency of making timely preparation for replacing the Steamship "Northern Light" by a new vessel combining such improvements in design and construction as modern experience dictates. The hon. gentleman is, of course, unaware that the Minister of Marine and Fisheries is, even now, considering the plans and specifications of a very strong steamer to ply in conjunction with the "Northern Light" in the fall and spring and suitable for use in summer as well.

MARRIED.

By the Rev. D. H. Lodge, at the Methodist Parsonage, Mount Stewart, Feb. 6th, Joseph S. Dover, of Suffolk, to Eliza S. Crockett, of Little York.

By the same, at the same time and place, Samuel Arling, to Hannah E. Harper, both of Suffolk.

CARD OF THANKS.

MR. REID tenders his most sincere thanks to the ladies and gentlemen, who so kindly assisted at his concert, last evening; also, to the public generally for patronage extended. Prof. Earle, having spent much of his valuable time and having gone to a good deal of trouble to make the concert a success, deserves special thanks.

Ch'town, Feb. 7, 1884.

SUBSCRIBE for the WEEKLY EXAMINER, the Cheapest and Best Newspaper published on P. E. Island. Only \$1 per year.

NOTICE TO DEBTORS.

ALL persons indebted to E. J. Crabb, of Fredericton, Lot 67 per force account, notes of hand, or otherwise, are required to make immediate payment of their respective accounts to the undersigned, said debts having been duly assigned to me by the said E. J. Crabb.

WILLIAM HASLAM, Springhill, Feb. 7, 1884.—W H

MAIL CONTRACT

TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon, on Friday, the 22nd day of February, for the conveyance of Her Majesty's Mails, on proposed routes for four years, from the first day of April next, over each of the following routes, viz: Bedouque and Charlottetown; Peshaw and Nine Mile Creek; Albany and Tyson; Hazel Green and Peshaw Station.

Printed and sold by further information as to conditions of proposed contracts may be seen, and a copy of the Tender may be obtained at the Post Office, at which the service will commence and terminate, or at the office of the subscriber, A. A. MACDONALD, Apt. P. O. Inspector, Post Office Inspector's Office, Charlottetown, Jan. 5 1884.

CITIZENS' SKATING RINK.

20 PER CENT. DISCOUNT.

THE above discount will be given to all purchasers of tickets from this date. Tickets for sale at the Apothecaries Hall, Ch'town, Feb. 1, 1884.—5f

SHIP AND HOUSE BUILDERS,

BUILDERS,

Will fit every requisite for the trade at

DUCHEMIN'S

STEAM FACTORY,

Bear's Wharf.

Always on hand, a complete stock of

Ship's Blocks, Deadeyes, Steering Wheels,

—AL O—

Mouldings, in great variety, Gilding, Brass Panel, Door and Window Frames, Spinning, Conductor and Handrail, Newel Posts, Balusters and every description of Turning. Fret, Circular and Log Sawing, Planing and Moulding turned on lathe and with despatch.

Satisfaction guaranteed. Don't forget the place, Bear's Wharf near McMillan's Coal Depot.

A. BERT DUCHEMIN, Ch'town, Jan. 2, 1884.—kly 6i.

THE LADIES of St. James' Kirk

INTEND HOLDING A

Good Old Time

TEA AND FANCY TABLE,

EARLY IN MARCH.

Further particulars will be given.

TENDERS.

TENDERS will be received until the first of April, for building a 1-chester Factory and Cook House at Bradley's, South Shore. Specifications—Factory 60 feet long by 25 feet wide, with lean on side 60 feet by 20 feet. Cook House 25 feet by 20 feet, each 7 feet post.

We do not bind ourselves to accept the lowest or any tender. Apply at this office.

Ch'town, Jan. 30, 1884.—

TO LET.

THE room on South Side Queen Square, lately occupied as a private billiard room. Apply to

HORACE HAZARD, Ch'town, Jan. 14, 1884.

WANTS, LOST, FOUND, &c.

WANTED—A Housemaid in a small family. References required. [Jan 22]

WANTED—A steady woman as Housekeeper in a family of two. References required. Apply at the EXAMINER office. [Feb 4th]

WANTED IMMEDIATELY.—A good Cook. Reference required. Apply at the Revere House. [Jan 22]

WANTED.—A Man for general work. References required. Apply at the Revere House. [Jan 22]

BOARDS.—Mrs. Robert Rodd, has removed to the house of Mr. C. Hearty, East Street, where she can accommodate number of Boarders, on reasonable terms. [Jan 22]