

Charlottetown, Oct. 9, 1876.

MR. LAIRD, GOVERNOR OF THE NORTHWEST.

By a special dispatch to the Halifax Morning Chronicle we learn that "Mr. Laird has been appointed Governor of the Northwest; and has accepted the appointment."

Queens County is now without a representative in the Commons of Canada. We assume that in a very few weeks, its people will be called upon to elect a man to fill the seat vacated by Mr. Laird.

MR. STEWART'S CONSISTENCY.

MR. W. W. STUMBLE, Jr., one of the Secretaries of the Sabbath School Convention, has written a letter to the Presbyterian, in which he says:—"As Secretary of the Convention, I endeavored to keep the minutes fairly and accurately."

On referring to my notes, I find the following synopsis of the Hon. W. D. Stewart's speech:—"He (Mr. Stewart) felt ashamed of Charlottetown that it had but one day school supported by an evangelical body."

We understand that the Presbyterian's report is also declared to be correct by other gentlemen who are above suspicion.

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BIG DONALD.

"BIG DONALD" is a troublesome customer. Our City Fathers have long been settling upon a site for a tower in which to hang him. It is questionable whether they have found a final resting place for him yet. Shortly after his arrival, it was proposed to place him at the East end of the market; and a contract was drawn up with the view of carrying out the proposition. After it was thought that he might suffer from fire if placed there; and some said it would be better to build a tower on the site of the old market house, at the junction of Great George Street, North of the Provincial Building, with Queen Square. Then a Committee of the City Council hit upon the expedient of placing him at the Western end of the Market House, building a police station and keeper's house there, and having the policemen constantly on hand to guard and protect him. And this scheme has at last been adopted. But still our City Fathers are not happy. For first, "Big Donald" is as much in danger from fire on the Western as on the Eastern end of the Market House; second, the proposed erection will necessitate the closing of the Western door of the Market House; third, the stench peculiar to a police station, will, it is feared, disgust our healthy and independent, and fastidious yeomanry, that they will refuse to enter the market with their produce; fourth, the City Council have no authority whatever—in fact they are bound not—to use the market square for other than market purposes; and it is feared that the influential gentlemen who occupy the stores opposite the western end of the market house will interfere to prevent the consent of Government being given to the erection. All these considerations naturally make our Fathers anxious. It is to be hoped that their anxiety will be relieved ere the winter sets in. For our own part, we strongly favor the building of a monumental arch by the Government. Let us have an arch and tower to mark the year in which the great non-sectarian Free School party attained to office and power. The Province can afford it; and the City is justly entitled to a share of the Provincial subsidy. If "Big Donald" be hung upon the top of the tower, the Government might stipulate that he be rung on the 17th August in each year, for the special purpose of commemorating the glorious victory gained upon that day.

THE PRINTING SCANDAL.

In the St. John Watchman's report, Mr. Anglin is almost as much sinned against as sinning in the matter of the Post Office Printing Scandal. The Watchman declares:—"Mr. Anglin never applied for this public printing. No friend of Mr. Anglin applied in his behalf. No intimation was conveyed to the Government or to individual Ministers that he wished to have it. It was the last thing he could have thought of or expected. The mechanical resources of his printing establishment were such as to preclude even the possibility of his application."

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2. The Post Office Printing in New Brunswick was promised by the Government to Mr. Elder. There is, we opine, good authority for this statement. Mr. Elder naturally expected it, having sought his printing office with all the printing material, presses, etc., for such work. It is understood that he counted on this work as confidently as he could have reckoned on anything not really in his possession.

3. Mr. Elder was deceived. The printing was given to Mr. Anglin, who had not asked for it. Mr. Anglin at the time was a member of Parliament and the chosen candidate of the Government for the Speakership. It was done by the instigation and request of Mr. Isaac Burpee, Minister of Customs, with the concurrence of Mr. Smith, the other New Brunswick Minister. The transaction was regarded as a political necessity.

So certainly it was hard for a man to refuse governmental patronage which was forced upon him. Mr. Anglin is not so much to blame as the majority of our people imagine. But what of the Government and Mr. Burpee? They must have known that if Mr. Anglin accepted their proffered patronage the law would be broken and the Independence of Parliament violated.

GRAVE CHARGES. The Chatham Planet prints the following remarkable article:—"A most astounding report reaches us, which, if true, must stamp the chief parties concerned with indelible disgrace, and reflect on the 'part of purity' in a way most damaging. It is this: That a certain person was arranging to supply certain Chicago contractors with the Pacific Railway with machines, the cost of which was put down to \$400. On this basis the agreement was made. But, strange to say, it is alleged the person or persons who were to supply the machines to the contractors were informed by a brother of the Hon. Alexander McKenzie, Premier of Canada, that the contractor's money was to be used to build the Pacific Railway. The contractor said that it was most recklessly expensive undertaking. It was far beyond our resources. It would overburden Canada with debt, and our farms with a load of debt for which we were not to receive ourselves. But our scheme was not to build the road out of your money and your pockets, except in a very small degree. The plan proposed was to get a company of capitalists to go into the European market and borrow money for the purpose. We proposed to give such a company, as they proceeded with its construction, \$30,000,000 in money and 50,000,000 acres of land. As regards the land, we should not be giving it away, but by giving it that, because, it is occupied only by wild buffaloes and wilder Indians, and the only means of making it of value was by pouring in a large immigration of English and Scotch people. So that when we promised to give that land we were not giving away what was of any present value to us, but we were giving what would have been of great value to the railway company. True we were to give them \$30,000,000 in cash, as the road progressed. Yes, but we proposed that this thirty million dollars should be paid back by Canada. The first instalment was to be raised in the first instance on the part of Canada, and we should have formed a fund for the purpose of repaying it. While we agreed to give blocks of land each ten miles in front of the railway and running twenty miles back, we were to give to the contractor a certain block of the same size in our own hands, and the policy of the Government was to offer for sale those 50,000,000 acres, and the proceeds of sale would have repaid the whole of the \$30,000,000 that we were going to pay the contractor. The land given by the United States to the Pacific Railway and other railways. That land is valued at an average of \$6 per acre. Now, the land in the Saskatchewan and the Northwest is more valuable and more fit for settlement than the land through which the United Pacific Railway passes, and we do not put any such high price on it. We do not say \$6 an acre, but we say \$1 an acre, which will not say that this is not a ridiculously low figure?—and if we reserved 50,000,000 acres and sold them at \$1 an acre they would have realized \$50,000,000. And as the land was sold the proceeds of money would have been funded and would eventually have freed the country from the debt incurred with interest, and so the road would have been built on your credit without a single farthing falling upon your shoulders or mine."

THE SITUATION IN EUROPE. By a despatch of the 4th inst., it appears that had feeling is springing up between Russia and Austria. The opinion formerly expressed in Berlin that Russia would recoil from war if challenged by Austria and Turkey has changed, and it is now thought that Russia, after her repeated threats of war, might, if her alleged, deem it incompatible with her honor to remain at peace. It is asserted that Russia has ordered railways leading to Turkey and Romania's railway leading daily at their disposal. The Times states that the Porte's reply to the Powers is very grave, for it repeats the whole question, and strengthens the opinion of those who have maintained that mere persuasion was useless.

BRITISH COLUMBIA.

THE Patriot of Thursday last contains a curious article on British Columbia. "British Columbia," it says, "must be a paradise for old-fashioned politicians;" and "the whole province appears to be a kind of rotten borough;" in the House of Commons, "British Columbia exercises an influence out of all proportion to its population, its importance in the Confederation," and so on; her representatives in the Dominion are elected by small constituencies, and yet they dare "to talk as big as the biggest about the carnarvon terms, etc."

How different is the spirit in which these remarks were penned to that which inspired Earl Dufferin when he declared, addressing the British Columbians at Victoria, after his tour through the province:—"Your numerical weakness as a community is your real strength, for it is a consideration which appeals to every generous heart. Far be the day when any acre of soil above which floats the flag of England, more material power, true political preponderance should be permitted to decide such a controversy as that which we are discussing. It is not the number of men, but the quality of their minds and the energy of their wills, and the influence of English homes amidst the wild and desert plains of savage lands, that England can count on for her strength, the defeat of her tongue, the increase of her commerce and her ever-widening renown; and we bethink the Government or States of the Dominion that they have a few in number and politically of small account, should disregard the wishes or careless dismissal the representations however blunt, boisterous or downright, of the foe of our distant but not less our own country."

Earl Dufferin has journeyed through and around British Columbia; and he returns with a report almost as glowing as that of the Israelitish spies on their return from the Land of Canaan. He says:—"I think British Columbia a glorious province—a province which Canada should be proud to possess, and whose association with the Dominion she ought to regard as the crowning triumph of Federation."

In the great speech delivered by Sir John A. Macdonald, at Simcoe, on Wednesday, 27th, ult., we are clearly shown that in order to secure this "glorious Province"—in order to accomplish this "crowning work of Federation," it was absolutely necessary to build the "Pacific Railway" over which such a fuss has been made by the Grits. We make no excuse for quoting at length from Sir John's able and eloquent speech, for our readers will find the quotation pleasing as well as instructive:—"At the time that the Pacific Railway was under consideration, the question was taken up that the interests of the Dominion should be promoted by the construction of a railway to the Pacific Ocean, it was in our judgment, in the judgment of Parliament and of the country, felt that so long as it was not a portion of Canada the Dominion would be incomplete. The States of the Dominion of British Columbia, situated as it is far away from any other British Province, separated from us by the Rocky Mountains, British Columbia would be a political and geographical anomaly. The United States paid seven millions of their money in order to get hold of Alaska. It was not worth that money; it was a region of ice and snow, and it would have fallen like a ripe plum into their mouths. The British Columbians were few, were far separated from their fellow colonists, and unless united to Canada, were in great danger of eventually being absorbed by the United States. We should have lost that magnificent seaboard, and it would have been handed over to foreign Government. Supposing it had gone. Supposing British Columbia had become a portion of the United States, the United States extending all along the southern and western boundaries, and with the St. Lawrence closed during our long winters, we should be in a comparative state of isolation. The great object of the United States to absorb us might be realized in the future. It would have been a calamity to Canada. It was important, therefore, to bring the Dominion of British Columbia into the Dominion of British North America and we got it. Now we extend from sea to sea. In territory, we are as large as the United States, great as that territory. Now, we have a magnificent future before us, and we can enjoy not only our Atlantic trade, but can compete for the trade of the Pacific Ocean. The future commerce of the Pacific Ocean, our union with British Columbia would, however, only have been an alliance on paper unless we had means of communication with the Pacific. The only way to build the Pacific Railway. The contractor said that it was most recklessly expensive undertaking. It was far beyond our resources. It would overburden Canada with debt, and our farms with a load of debt for which we were not to receive ourselves. 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