

The grant of land hereby agreed to be made to the company shall be so made in alternate sections of 640 acres each, extending back 24 miles deep on each side of the railway from Winnipeg to Jasper House, in so far as such lands shall be vested in the Government, the company receiving the sections bearing uneven numbers. But should any of such sections consist in a material degree of land not fairly fit for settlement the company should not be obliged to receive them as part of such grant; and the deficiency thereby caused, and any further deficiency which may arise from insufficient quality of land among the said portion of railway to complete the said twenty-five million acres, or from the prevalence of lakes and water stretches in the sections granted, which lakes and water stretches shall not be computed in the acreage of such sections, shall be made up from other portions to be selected by the company in the tract known as the "fertile belt," that is to say, the land lying between parallels 49 and 57 degrees of north latitude, or elsewhere, at the option of the company, by the grant therein of similar alternate sections extending back twenty-four miles deep on each side of any branch line or lines of railway to be located by the company, and to be shown on a map or plan thereof deposited with the Minister of Railways, or of any common front line or lines agreed upon between the Government and the company—the conditions herebefore stated as to lands not fairly fit for settlement to be applicable to such additional grants. And the company may, with the consent of the Government, select in the North West Territories any tract or tracts of land not taken up as a means of supplying, or partially supplying, such deficiency. But such grants shall be made only from lands remaining vested in the Government.

THIS is the section of the Canada Pacific Railway Contract which Mr. Davies said, THE EXAMINER and other journals approving of the contract dare not publish.

THE WORDS IN ITALICS ARE THOSE WHICH MR. DAVIES DID NOT READ.

It was by the omission of these words that MR. DAVIES DECEIVED THE MEETING.

It is clearly provided that wherever the Contractors shall hold lands there the Government shall also hold lands in alternate sections.

But, Mr. Davies, advertently or inadvertently, suppressed this provision; and deliberately stated in language far more definite than that which appears in the report as published in the Patriot, that the contract leaves

"In the hands of the Government that which is unfit for settlement, barren, or those northern regions inhabited only by the polar bear and the musk ox."

We cannot imagine that a politician of the talents, character and aspirations of Mr. Davies, would rest content with a triumph won on the strength of a statement which is not true; and we, therefore, look to Mr. Davies for a prompt correction of this capital error.

The point is a most important one.

At the meeting, Mr. Benjamin Balderson, a very intelligent member of the Liberal Party, called attention to it, and publicly asked if Mr. Davies' statement with reference to it, were correct; and the whole meeting evidently laid great weight upon it, and it is safe to say that had the truth been told the resolution might not have passed.

The duty of Mr. Davies to undo the wrong he has done to his followers is, therefore, the more binding, and we hope to have the pleasure, to-morrow, of inserting an advertisement calling a meeting to enable Mr. Davies to do so.

The Canadian Pacific Railway.

MORE POINTS TO BE NOTED.

Parliament voted one hundred millions of acres to the Government for the purpose of constructing this railway. As far as the Lower Provinces are concerned, it would have been better if more land had been taken by the company and less money. But the terms now occupying the attention of Parliament are far preferable to the scheme proposed Mr. Blake,—that is to construct the road entirely by borrowing money, and to continue to make use of a road running through a foreign country, finding an outlet for the produce of the North West at foreign ports. Mr. Blake's proposal would involve, as we have already pointed out, the expenditure by the Government of a large sum for construction and between six and eight millions of dollars yearly for operating after the completion of the line. By the agreement which has been entered into, the uncertainty of the cost of the road to the country is removed; and we now know that it can be constructed for a sum which we are able to pay without inconvenience, even if we give our share of the lands away.

We have said that the Government was voted by Parliament last session, one hundred millions of acres of land, out of the proceeds of which to construct the line. Twenty-five millions have only been parted with, leaving seventy-five millions of acres in the hands of the Government. Twenty-five millions of acres of the Government lands are in alternate sections with the twenty-five millions of the Company's. Not only will the Railway, therefore, impart a value to both which they do not now possess, but every settler placed by the company upon their sections will increase the value of the Government sections.

Now, if the Government can realize a dollar an acre out of these lands, which is surely not an extravagant calculation, that will extinguish the whole debt which the bargain creates, and leave fifty millions of acres to the good, out of which to pay the cost already incurred by the Government in the construction of the line.

The Company will have to expend a large sum of money every year upon immigration, which the country would have to expend if the Company did not. All that expenditure will be for the country's bene-

fit and a saving to the public treasury. For the first time we shall have an immigration machinery equal in efficiency to that of the United States, and may reasonably hope to see results such as we have never seen before—in the way of increased immigration. This feature of the arrangement alone is worth millions to us.

The Finance Minister says he can borrow the \$25,000,000, at four per cent. interest, which will amount to \$1,000,000, annually. The Minister of Railways has, in his great speech, informed us that under the terms, the whole line, from end to end, will only cost the country for interest the sum of \$2,000,000 yearly.

Both the present Administration, and the late Administration are committed to the construction of the Canada Pacific; and both have expended large sums of money in surveys and in portions of the road constructed. Mr. Mackenzie in 1876 said "We believe it to be desirable to obtain as speedy an entrance as possible into the North West Territories, as, from all the information we have in our hands, we believe it is capable of supporting an enormous population. Above all things, we believe in having a highway in our own territory as soon as possible, and on that principle we have settled it."

It is manifestly the duty of all Island members to support the proposal now before Parliament, of building the road by a company, and any member who desires to throw the enormous burden of constructing it upon the public treasury, when a company can be found to undertake the work deserves the execration of every man, woman, and child in the Province.

And That Resolution.

GREAT amusement is supplied for the Christmas holidays by the Reform Association and its Quixotic attacks on the Syndicate contract. Even the resolution appears to have been conceived in the same festive spirit as the other portions of the entertainment. Let the following suffice for an example. "That the bonus in lands and monies to be paid to the Company are out of proportion in excess of the magnitude of the work they are to do." This is certainly very good.—"Out of proportion in excess of the magnitude of the work they are to do." Every sympathetic Grit, and every generous Conservative, would be delighted to learn the name of the person who drafted this resolution. Apart from the humor it contains, it is marvelously like other productions (which we have seen) of the Don Quixote of the evening. But we think Mr. Davies must be acquitted in the court, for while almost every other person understood the situation, he demolished windmills and attacked imaginary castles with a seriousness and determination worthy of the Knight of the Rueful Countenance. We have a great suspicion that the Editor of the Patriot has had a hand in this thing. It was noticed by many that in the most critical part of the performance, when our valorous knight was rushing wildly on unprecedented dangers, the melodious voice of the Patriot's editor rose above every other sound. Sly dog he is, sure enough.—"out of proportion in excess of the magnitude of the work they are to do" was a good joke; but it was too bad to perpetrate it on a man who was taking everything in earnest.

Campbell's Cove Breakwater.

A MEMORIAL.

To E. B. Muttart and A. C. Macdonald, Esquires, M. P.s. in the House of Commons, of Canada, for the County of King's County, Province of P. E. Island.

The Memorial of the undersigned Committee of the Campbell's Cove Breakwater, East Point, named at a general meeting held at Fairfield on Tuesday, November 23rd, 1880, respectfully sheweth—

1. That your Committee were unanimously named at the said meeting to forward you this Memorial,

2. That they were instructed to say that the immediate construction of the Breakwater would be of immense benefit to your constituents along the North Side, embracing a very large and important section of the country, comprising Lot 45, 46 and 47; that this part of the Island is peculiarly adapted for farming and fishing purposes, and we are all well convinced that the building of this much needed public work would be the means of imparting an important impetus to these two great industries of the people of this part of the Island.

3. That the people of the North Side have no harbor from St. Peter's to Souris—a distance of over 50 miles—from which to ship their produce.

4. That it would not only benefit us and our fishermen very materially, but likewise the fishermen of Nova Scotia from Cape Canso to Cape Sable, as well as the Island of Cape Breton. As the Northside is theirs as well as our great fishing grounds during the fishing season, the breakwater, if built, would afford them as well as our own fishermen a place of shelter and supplies without being under the necessity of running south of the Island, a distance of 40 or 50 miles.

5. That owing to the recent great development of our fisheries as shown by official statistics lately published, and the number of lobster factories for canning purposes about to be opened here next spring, the building of the Breakwater becomes one of the most (if not the most) important public works on the Island.

6. That it would enable the farmers of the North side to procure limestone and coal from Cape Breton and Nova Scotia, in exchange for Island produce, which would be, as we believe, of immense benefit to this part of the Island.

7. That, according to the terms of Confederation, the Dominion Government bound itself to look after our harbours and lights: that the railway has hitherto conferred very little benefit on the people of the North side, who have received little or nothing in any other way from the general Government, although large amounts have been annually spent in public works in various parts of the Dominion.

In view of the above and other reasons to which it is unnecessary here to refer at any

greater length, your Committee hope you will lose no time in bringing this important matter before the Government, and which they sincerely trust may receive, at an early day, its favourable consideration.

(Signed) Capt. JOHN MCINTYRE, Chairman, Fairfield, Lot 47. THOMAS ROSE, Lakeville. STEPHEN ROSE, J. P., North Lake. JOHN CAMPBELL, J. P., Elmira. CHARLES McEACHERN, J. P., Lot 46. RICHARD GARRETT, Fairfield, Lot 47. ALLAN McDONALD, Lot 47. STEPHEN McEACHERN, Inlet, Lot 46.

Local and Other Items.

GEO. ELLIOT, the great novelist is dead.

THE "Monetary Times" is in favor of the Pacific Railway Contract.

ENDYMION.—The Canadian Copyright Edition can now be had at Bremner Bros. d272i

THE Agence Russe, of St. Petersburg, states that the question pending between Russia and China has entered a pacific phase.

THE "Louise Montgomery" which was cut out of the ice at Summerside, passed the harbor on Friday evening for Georgetown, where she will load.

A LOT of handsome New Year Cards for sale at BREMNER BROS. [de 27 3i

DR. CREAMER narrowly escaped drowning while crossing the ice yesterday. He broke through near the channel, and it was only due to the gallantry of Mr. Henry Douse that the Doctor was saved.

SUICIDE.—On Thursday last, near Fairville, N. B., a little boy while cutting a clothes-pole found suspended to a tree, near the one which he was cutting, the body of an insane man named Martin Foley.

THOSE New Year Cards at Bremner Bros. are very choice, and will, no doubt, sell rapidly. [de 27 3i

EDISON has completed his Electric Light and it is proposed to organize a Canadian Electric Light Co. for the purpose of lighting the cities of Montreal, Quebec, Three Rivers and Sherbrooke.

TO SKATERS!—For sale at A. McNeill's Auction Rooms, a few pairs of Whelpley's Empress Skates, at a bargain to close the lot. Try them at the rink, and if they are not the best you ever had, return them. [de 27 3i

A YOUNG MAN named William Perkins fell through the ice opposite Falconwood Asylum on Christmas day, shortly after nine o'clock. He called lustily for help, and was, after 11 o'clock, released by Richard Coady, expressman, and a number of railway men. The young man suffered much from exposure, and it was reported in the city that he died from the effects this morning. But this, we learn, is not correct.

A FEW Christmas Cards on hand, which will be sold at a great reduction.—BREMNER Bros. [de 27 3i

Weather Bulletin.

Probabilities for the next 24 hours for the Maritime Provinces.

TORONTO, Dec. 27—10 a. m.

High winds and gales; cloudy weather, with snow or rain. Storm signals were ordered up yesterday morning throughout the Maritime Provinces.

POSTPONED!

THE OPENING OF THE CITIZEN'S SKATING RINK has been—owing to the weather—postponed until

Thursday Ev'ng, 30th inst.,

at 8 o'clock.

G. W. WAKEFORD, Secretary. Dec. 27, 1880.

A MEETING

—OF THE—

Reform Association

Will be held in their Rooms, WELSH & OWEN'S Brick Building,

THIS (MONDAY) EVENING,

AT EIGHT O'CLOCK.

A full attendance is requested as business of great importance will be brought before the meeting.

A. B. WARBURTON, Secretary. Dec. 27, 1880.

Assignment of Debts.

NOTICE is hereby given that all the Books and Book Debts of ALBERT SIMPSON, of Charlottetown, merchant and grecer, and all sums of money due him, have been duly assigned to me, and that payment of same is not to be made to any one else unless authorized by me.

W. H. AITKEN.

Ch'town, Dec. 24, 1880—3w 2aw, pat 3w 2aw

Buffalo. Buffalo.

A SPLENDID LOT OF BUFFALO ROBES, lined and trimmed. A few JAPANESE ROBES.

BEER & SONS.

Dec. 1, 1880—1m

CLEARANCE SALE OF GENERAL DRY GOODS! TREMAINE & METCALF'S, 83 QUEEN STREET.

Musical and Literary.

THE Prince Street Methodist Sabbath School will give one of their popular Entertainments,

IN THE BASEMENT OF THE CHURCH,

Monday Evening, 27th inst

A choice programme. To commence at 7 o'clock. Admission only 10 cents. Dec. 10, '80—2aw.

SALE POSTPONED

Y. M. C. ASSOCIATION.

THE ANNUAL SALE

NEWSPAPERS & MAGAZINES

WILL TAKE PLACE ON

Thursday Evening, the 30th December,

AT HALF-PAST SEVEN O'CLOCK.

By order.

F. S. MOORE, President.

P. E. Island Railway.

TENDERS FOR SLEEPERS.

SEALED TENDERS, marked "Tenders for Sleepers," will be received by the undersigned at the Railway Office, Charlottetown, until 6 p. m., SATURDAY, the 8th January, 1881, for the undermentioned Sleepers:—

Between Georgetown and Mt. Stewart, 13,000 " Mt. Stewart and Ch'town, 13,000 " Mt. Stewart and Souris, 6,000 " Royalty Junction and S'Side, 18,500 " Summerside and Tignish, 40,500

Forms of Specification and Tender can be had on application at any of the Railway Stations, or at the Railway Office, Charlottetown.

L. B. ARCHIBALD,

Superintendent.

Railway Office, Charlottetown, Dec. 24, 1880

6i, pat pres her ar ne sp sj kea pio till date

Correct You Are.

IF you want a CHEAP SOLID SILVER-CASED WALTHAM WATCH, go to G. G. JURY.

IF you want a SOLID GOLD CHAIN or NECKLET, go to G. G. JURY.

IF you want a nice COLORED GOLD or PLATED SET OF JEWELRY, go to G. G. JURY.

IF you want a WEDDING SET or ENGRAVED SOLID GOLD RING, go to G. G. JURY.

IF you want a handsome American Eight-Day or Thirty-hour CLOCK, go to G. G. JURY.

North Side Queen Square, Opp. Post Office. Dec. 22, '80—1m 2aw wf

HYDROLEINE!

(HYDRATED OIL),

For the Treatment of

Consumption, Winter Cough, Affections of the Chest, and Wasting Diseases.

THE Debility of Adults, and for Delicate Children, invariably producing immediate increase in flesh and weight.

Each Bottle in nutritive value exceeds ten times the same bulk of Cod Liver Oil. Manufactured by The Hydroleine Company, London, Eng.

Agents for Prince Edward Island,—

THE APOTHECARIES' HALL COMPANY,

DESBRIAY'S CORNER, QUEEN SQUARE.

Dec. 22, '80—2aw, her 1m

SUBSCRIBE for the DAILY EXAMINER the Cheapest and most Newsw Paper published in the Provinces.

Wants, Lost, Found, &c.

LOST—A bunch of KEYS with my name on a silver plate attached to them. The finder will oblige by leaving them at the Fish Market.—J. T. CROCKETT. [de 24 2i

BOARDERS—Three or four Boarders can be accommodated with good board at reasonable terms. Good locality—not far from Post Office. Enquire at this office. [de 23

TO LET, for Dancing Assemblies, Public Meetings, etc., Allin's Hall. Apply to W. KENNEDY, at "The Confectionery." [de 16 6i eod

TO LET—Shop and Dwelling House on Great George Street. For particulars apply to E. McDUGALL. [de 14 1f

WANTED—By a competent person, employment for the winter to make up books and accounts. Apply at this office. [de 1

BOARDERS—Three or four Boarders can be accommodated with first class board and apartments at very reasonable rates, in a pleasant and one of the most convenient localities in the city. Apply at this office. [no 6 t

Charlottetown, November 18, 1880.