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CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, MARCH 15, 1882.

VOL 10.—NO. 95.

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—A T—

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## THE EXAMINER

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## DOMINION PARLIAMENT

### Winter Communication Between the Island and the Mainland.

#### DR. MUTTART'S SPEECH.

MR. MUTTART—To the large majority of  
the members of this House this subject, I  
have no doubt, is of very trifling impor-  
tance; but to Prince Edward Island rep-  
resentatives, and the people whom they rep-  
resent, no question can be of greater impor-  
tance than the question of

#### CONTINUOUS AND EFFICIENT

steam service between the Island and  
Mainland, both winter and summer. It is  
unnecessary for me to add anything to what  
has already been said as to the attempts  
which have been made towards navigating  
the Straits in the winter season. The old  
steamer "Albert" and the "Northern  
Light" have paid so many visits to Parlia-  
ment, that there is no need of introducing  
them on this occasion. It is not my inten-  
tion to refer so much to what has been  
done as to what has not been done in the  
way of carrying out the terms on which we  
entered the Union. Fearing that the Govern-  
ment, as well as hon. members of this  
House, may have forgotten the exact word-  
ing of the bond, let me refresh their mem-  
ories by reciting the exact words:

"Efficient steam service between this Is-  
land and the Mainland, winter and sum-  
mer, thus placing the Island in continuous  
communication with the Intercolonial Rail-  
way and the railway system of the Domin-  
ion."

Has this agreement been fulfilled, I would  
ask? I answer it has not. Now, one of the  
chief inducements held out to Prince  
Edward Islanders at the time of entering  
the Union was the promise that they were  
to have efficient steam service, winter as  
well as summer, between the Island and  
the railway system, of the Dominion. I  
believe, if it were even sus-  
pected at that time that the Dominion  
Government would neglect or refuse to  
carry out every part of the agreement, es-  
pecially that in reference to

#### WINTER STEAM SERVICE,

the people of the Island would never have  
consented to join the Union. They did join,  
however, and now I ask, is it right, is it  
just, to treat them with indifference be-  
cause this Island happens to be the small-  
est Province of the Dominion. I appeal to  
the Government and to hon. members of  
this House for justice in this matter. This  
is not a party question. It is simply a  
question of fulfilment of contract between  
the Island and the Dominion Government.  
Which ever party may be in power the ob-  
ligations remain the same. The late Gov-  
ernment gave us the *Northern Light* as a  
sort of experiment, it is now said; and  
although, with no less a personage on  
board than our worthy Superintendent of  
Penitentiaries, she has been stuck in the  
ice for the last few weeks, she has never-  
theless already proved the feasibility of  
navigating the Straits in winter, or for a  
portion of the winter at least. But, as I  
said, it is not my purpose to discuss at  
present the *Northern Light*, or the eastern  
route with an additional steamer, nor the  
branch railways in connection with the  
Capes route. I merely wish to point out  
that the winter service between the Island  
and the mainland

#### IS NEITHER CONTINUOUS NOR EFFICIENT.

This state of affairs has continued already  
too long, and the people of the Island con-  
sider that they have waited about long  
enough to have this matter attended to.  
British Columbia entered the Union with  
the understanding that the Pacific Railway  
should be built within a given time. Mil-  
lions of dollars have been expended in  
keeping faith with British Columbia. Of  
this I do not complain, as the Government  
is bound to carry out their engagement  
with British Columbia, but not any more  
bound than they are to fulfil their agree-  
ment with Prince Edward Island. I only  
wish the members of the Government  
could be induced to take a trip to the Is-  
land at the present time. By the time they  
would travel from Amherst to Cape Tor-  
mentine, and from Cape Tormentine across  
the Straits of Northumberland, by means  
of an ice boat, to Cape Traverse, and from  
there to the nearest point on the Island  
Railway, they would exclaim: "Our ex-  
perience is more than sufficient. We will  
give the Islanders safer and easier com-  
munication with the railway system of the  
Dominion, regardless of cost."

#### MR. HACKETT'S SPEECH.

MR. HACKETT—This question is one of  
very great importance, not only to the  
people of Prince Edward Island, but to  
the whole Dominion of Canada, that I con-  
sider I would not be fulfilling my duty if  
I remained silent at this time. It is my  
opinion that Prince Edward Island cannot  
be considered

#### AN INTEGRAL PART

of the Dominion until the natural diffi-  
culties we labor under there are over-  
come. Although we may be a part of the  
Dominion on paper, I care not what Govern-  
ment may be in power, unless we have

#### DIRECT AND CONTINUOUS COMMUNICATION

with the Mainland, we cannot participate  
in the prosperity of the country. So im-  
portant was this question considered at the  
time of Confederation, that the Govern-  
ment of the Island insisted on having a  
clause inserted in the terms of Union, stat-  
ing that direct and continuous steam com-  
munication between the Island and the  
Mainland should be kept up at the expense  
of the Dominion Government. I say  
these

#### TERMS HAVE NOT BEEN CARRIED OUT.

We have now been about eight years in  
Confederation, and yet we have still to  
resort to the old mode of crossing from  
the Island to the Mainland in the winter. First,  
we had the old wooden boat "Albert,"

which, in 1875, kept up communication  
for fifteen or twenty days after the close  
of navigation. Then we had the "Northern  
Light," which, in the first year, proved a  
complete failure. In 1877 she did better, and  
latterly she has been crossing during the  
winter season with more or less regu-  
larity. But from January to April she  
is unable to keep up her trips regularly,  
and the old mode of carrying the mails has  
to be adopted; and but for the brave men  
who cross the ice, we would be cut off en-  
tirely. These men are very poorly paid,  
while large sums of money are spent in  
other parts of the country to keep up com-  
munication, these men who are engaged in  
crossing the Northumberland Straits in  
winter are the most poorly paid of any in  
the Dominion. They have to cross nine  
miles on the roughest description of ice,  
and were it not for their skill in this work,  
it would be quite impossible for us to keep  
up communication in the winter time.  
What we complain of is that nothing at all  
has been done to improve this route. I  
myself, about a month ago, crossed by that  
route. On leaving Prince Edward Island,  
we were about nine hours in the ice, drag-  
ging the boat with us, and on reaching the  
other side we had to put up with the hos-  
pitality of the people on the shore. There  
is nothing at all on that route for the ac-  
commodation of the public. I think this is  
VERY UNFAIR.

A very small amount of money, one or  
two thousand dollars, expended for build-  
ing boat houses, in which the boats could  
be sheltered, and for affording accommo-  
dation to the public, would be a very great  
boon. Apart from the question of steam  
communication, I think the Government  
should improve the crossing at the Straits.  
When you reach the Straits, from the  
Intercolonial Railway to the Island Rail-  
way, you have to travel some forty miles.  
This could be overcome by building a  
branch line of railway, which would not  
cost more than from \$500,000 to \$1,000,000  
and the interest on that would not be  
large. I hope the Government will not  
allow any time to elapse before they take  
action on this matter. The people of the  
Island have waited patiently while other  
claims were presented. While the mem-  
bers from British Columbia pressed their  
claims we kept silent, hoping that after  
they were settled the terms of Union with  
the Province of Prince Edward Island  
would be carried out; and now that the  
question of a railway extending from the  
old Provinces of Canada to British Colum-  
bia is settled, we hope the Government  
will turn their attention to the improve-  
ment of winter communication with Prince  
Edward Island. The terms of Union are  
not altogether confined, moreover, to the  
question of winter communication. Part  
of the agreement was that communication  
should be kept in

#### SUMMER TIME ALSO.

At the time we entered into Confederation,  
an Island company had the carrying of the  
mails from the Island to the mainland.  
From that time they received a subsidy  
from the Dominion Government. But as  
the wants of the country are increasing, so  
the accommodation should increase. The  
boats which run in the summer time are  
not now found sufficient, and as their con-  
tract will expire within a short time, it is  
very desirable that something should be  
done towards putting better boats on the  
route. It is well known, from the peculiar  
position of Prince Edward Island, that the  
whole of the Dominion, with the exception  
of a small portion of New Brunswick and  
Nova Scotia, lies west and north of Sum-  
merside.

#### SUMMERSIDE IS THE POINT

from which direct communication in the  
summer time should be kept up with the  
mainland. If good and strongly made  
screw steam vessels, having ample carrying  
capacity and accommodation for passen-  
gers, were placed on that route, they would  
prove a paying speculation not only to the  
owners, but also as tending to develop the  
resources of the country. I hope before a  
long time elapses we shall find boats of  
that character doing that service. While I  
do not want to throw any blame on the  
Prince Edward Island Steam Navigation  
Company, as I believe they do the best  
they can, and that their captains are  
prudent and careful seamen, yet it does  
appear that the wants of the country have  
overdrawn the accommodation, while, in  
the meantime, the boats have grown older  
and inadequate to meet the wants of the  
service. In October last year, while sailing  
vessels were putting out to sea from Sum-  
merside, the boats of the company were  
tied up, and for several days while there  
was open water the people were detained  
from receiving their mails. Looking at  
the fact that the Dominion Government  
undertook, at the time Prince Edward Is-  
land entered the Confederation, to provide

#### EFFICIENT STEAM ACCOMMODATION

between the Island and the Mainland, we,  
as representatives of the Island, are only  
doing our duty in urging this matter on the  
earnest attention of the Government. The  
people of the Island have waited long and  
patiently, and they believe the time has  
now arrived when this part  
of the compact will be carried  
out; they insist on it; they look  
at it as part of their rights, and there  
should be no beating about the bush. This  
is a grievance under which the people are  
laboring, and they urge upon us, as their  
representatives, to urge upon the Govern-  
ment in Parliament to see that this portion  
of the Confederation terms are carried out.  
I trust before any lengthened period has  
elapsed, and this year, during the present  
Session, some proposition will be made for  
the carrying out of this important part  
of the terms of the Confederation, and thus,  
to a very large extent, benefit the people  
of the Island, and also increase its  
trade with the older Provinces of the  
Dominion, because we are large consumers  
of the commodities of the older Provinces.  
We are an agricultural population; manu-  
facturing has not developed to any great ex-

tent, and if it is desired that we shall be  
consumers of the manufactures of the older  
Provinces, and receive those goods as  
cheaply as possible, and promote trade, the  
Government should, this Session, see to it  
that this important stipulation of Confed-  
eration shall be carried out.  
Motion agreed to.

#### NEWS NOTES.

The correspondent of the Manchester  
"Guardian," who has recently been ordered  
to quit Austrian territory, has sent to his  
journal a full statement of the position and  
strength of the insurgents. He speaks of  
the movement as being of a most formid-  
able character.

In the Massachusetts House of Repre-  
sentatives, on Friday, "the committee on  
liquor law reported a bill absolutely forbid-  
ding the sale of intoxicating liquors. It is  
a prohibitory bill, pure and simple, virtually  
the law of 1869. Senator Galvin and Repre-  
sentative Harris dissented from the report,  
and Mr. Swan, of Boston, submitted a  
minority report."

A pert miss is an abomination in the  
eyes of man. "The handsomest girl I  
ever saw!" said one beholder to another,  
under his breath. She heard it, however,  
and seeing that he was very homely said in  
return, "I wish I could say as much of  
you, sir." "So you could, miss," he in-  
stantly replied, "if you were willing to tell  
a lie, as I did."

Hon. Dr. Fortin, in the House of Com-  
mons on the 9th inst., gave notice for a  
copy of letters, reports or other papers re-  
lating to the importation into Canada of  
pickled herring in barrels or half barrels,  
or of other kinds of fish, from Newfound-  
land or Labrador coast, and the inspection  
of such fish in Newfoundland or elsewhere,  
and stamping of barrels or half barrels  
containing the same by inspectors of fish  
and fish oils in Canada with their inspec-  
tion brands.

A young friend of mine, says Labouche  
in the *London Truth*, was dining with his  
father a few nights ago. "George," said  
the fond parent, when they next met,  
"you took my overcoat instead of your  
own, and I regret to say I found the  
pockets of your coat full of cigarettes and  
matches." "I discovered my mistake,  
father," replied the son, "directly I got  
outside, for I found the pockets of the coat  
I had on contained chocolate creams and  
three pairs of ladies gloves."

It appears that female franchise is making  
rapid strides in Ontario. A committee of  
the Local House by a vote of 14 to 6 has  
reported in favor of a bill to the effect that  
every unmarried woman whose name is on  
the assessment roll of any municipality and  
is assessed on an estate for an amount  
that would entitle a male rate-payer to  
vote on by laws requiring assent of electors  
shall have the same right of voting on  
such by-laws as male rate-payers.

The latest craze among ladies of wealth  
and fashion in England is for moleskin coats,  
which, from the minute size of the animals  
and the difficulty of unearthing them from  
their subterranean abodes, are as likely to  
become as costly as the skins of the Russian  
sable. Regular mole catchers are employed  
now upon the estates of noblemen and gen-  
tlemen to hunt and destroy the little creatures,  
whose depredations upon the lawns and  
meadows are as destructive as their skins are  
valuable. Lady Brassey is said to possess the  
largest and most perfect moleskin garment  
ever made. Over one thousand skins, all  
collected by herself, were employed in its  
manufacture, and she has already been offered  
two hundred guineas for it.

CARROTS FOR HORSES.—The average  
farmer is slow to learn the value of carrots  
for horses, and still slower to provide them  
for his horses. They are so nutritious that  
livermen and some others feed consid-  
erable quantities regularly to their horses  
instead of grain. Many consider that four  
quarts of oats and the same of carrots are  
as good a feed for a horse as eight quarts  
of oats, and horses that are worked little  
more than for mere exercise will keep in  
good condition and look sleek and smooth  
on hay and carrots alone. An occasional  
feed of raw potatoes is also good for the  
horse, especially to give a smooth, glossy  
coat, and if troubled with worms it tends to  
clear them away.

Rev. Henry Ward Beecher lectured at  
the Chicago Music Hall recently on  
"Moral Uses of Luxury and Beauty." After  
speaking half an hour and having quoted  
the Scriptural passage, "How hardly shall  
they that have riches enter the Kingdom  
of God," he suddenly stopped, his eyes  
became fixed, his complexion turned  
marble white, and his hands clenched.  
He stood in "this position, without ut-  
tering a word, nearly a minute. The  
audience was spell-bound, but was aroused  
by a gentleman near the stage shouting,  
"Catch Mr. Beecher, he's fainting!" Mr.  
Beecher's body was swinging to and fro,  
and he was about to fall as a gentleman  
on the platform sprang to his assistance  
and led him to a chair. A glass of water  
was brought and it partly revived the  
sufferer. He began rubbing his fingers,  
which were numb. His face continued to  
grow paler, and Professor Swing, who was  
in the ante-room, rushed on the stage,  
took a seat beside Beecher and felt his  
pulse, and stepping to the footlights  
said, Mr. Beecher had been feeling unwell  
for two or three days and was in no con-  
dition to continue his lecture. The audi-  
ence then dispersed. Mr. Beecher was  
driven to his hotel, and stated to a doctor  
that for five minutes before he began to  
tetter he could not see the audience, but by  
force of will power kept on speaking, think-  
ing it to be an attack of dizziness. The  
doctor said the attack was not paralysis, as  
feared, but simple dizziness, due to the  
stomach and nervous chill during the day.  
At 1.30 this morning Mr. Beecher was  
much better, but very weak.

PEA SOUP (very nice), at Beer & Goff's. [ja 6]