

The Daily Examiner

MAY 7, 1886.

One of the Issues.

It is evident that the tactics of the two Parties in the House of Assembly have lately been carried on with a view to the general election which must soon come. The Opposition, particularly, are "playing" with all their might for the prize to be won in the approaching contest. Yesterday afternoon, by the mouth of Mr. D. C. Martin, they submitted an amendment to the motion to go into supply, in which one of the issues of the election is materially involved. The amendment was designed to prevent the Government from being able to avert the necessity of having to resort to direct taxation. It was a resolution of want of confidence in the policy of the Government, to collect the debts due the Province. The issue between the two Parties is thus fairly and squarely raised. Collection of the debts due the Province, or resort at once to direct taxation—which?

With some art, the Opposition tried to cover their design by affecting to believe that the Government intends to sell the right of the Province to continuous steam communication for a money consideration. If they could make the people believe this, their success in the elections would undoubtedly be sure. But the amendment moved by Mr. Alexander Martin, supported by the Government and carried by the majority in the House, effectively disposes of this pretence. Mr. Alexander Martin's amendment sets forth that "the Government of this Province should insist upon continuous communication being provided according to the Terms of Union, and that any indemnity or consideration, intended as full compensation for the past, or in any degree affecting the future, shall be subject to the approval of the people of this Province constitutionally obtained."

This completely clears the issue of Direct Taxation vs. Collection of Debts from all doubt as to the intention of the Government to sell our right to continuous steam communication.

The "Patriot" and the "Subway."

THE Patriot criticises adversely the feature of the bill incorporating the Northumberland Straits Railway Company, which enables the Company to pay for the services of their Engineers, etc., by the issue to them of paid-up stock. The Patriot might, we think, have left criticisms of this kind to those who oppose the proposition to establish continuous steam communication between the Island and the mainland. Senator Howlan has plenty to contend with in the Upper Provinces without being hampered by small criticisms of this kind at home. If the hon. gentlemen of the Senate and House of Commons permit the Bill to pass, we may rest satisfied that it will contain nothing unusual or very objectionable. As a matter of fact, the clause to which exception has been taken is word for word with clauses giving a similar power as they appear in nearly every railway bill that ever passed in Parliament; and we venture the assertion that there is scarcely a Joint Stock Company in existence, which has not issued paid up stock to some of its officers in payment for their services. Of course, the power to do this may be abused, and it may be regretted that Company's are not in all cases furnished with a sufficient amount of cash to pay their servants in full. But we see no particular reason why, in the case of the Northumberland Straits Tunnel Railway Company, an exception should be made to the rule, or why the Patriot should try to impress the public with the idea that the corporators of the Company are corrupt men, who will use the power to abuse it.

Charges Against Hon. Mr. Campbell. A LETTER from the Hon. Mr. Campbell about the charge preferred by Mr. D. Farquharson, appears in another column. It seems to us that Mr. Campbell has now done all, and more than all, that it is necessary for him to do in this matter. If Mr. Farquharson is not fully satisfied, he ought, at once to move for a commission of enquiry; if he is satisfied, he ought certainly to offer an apology. The charge he preferred is in itself very grave. If it has not absorbed a great deal of public attention, the fact must be due (1) to Mr. Campbell's unblemished character for honest dealing and (2) to the exceedingly doubtful and unreliable source whence it came. But grave as the charge is, and ruinous as it would be to be proved guilty, one would almost rather stand convicted of the crime than stand in the shoes of the wilful calumniator of an innocent man.

We note that Mr. Beer also is disposed to cast doubts upon Mr. Campbell's official honesty, for he has given notice that he will ask for a statement showing in detail the accounts or vouchers of the following persons in connection with the undermentioned works, viz: On Southport Wharf, Pierce Doyle, Henry Mutch, Patrick Duffy, William Doyle, Henry Boyer, Michael McIsaac, John McLean, Sr., Norton Brothers; on Prince Street Wharf, Joseph Mahar, John P. Nicholson, Angus McDonald, Pierce Doyle, Thomas Barrigan, Thomas Sweeney; on Georgetown Wharf, Pierce Doyle; on North Pinette Bridge, Francis Pausing and Board Account;

on South Pinette Bridge, John McDonald, John J. McDonald and Board Bill. We feel sure that at least some of these gentlemen would not be mixed up in any shady transaction. Who Mr. Board Bill is we do not pretend to know.

Well Answered.

An idea of the feeling existing in the Upper Provinces and the difficulties to be overcome before a subsidy can be obtained from Parliament, may be obtained by reading the following extract from an editorial article in Railway Life, published in Toronto:

"We do not lose sight of the fact that in order to make a nation of this Dominion, each Province should receive its just dues from the Dominion, but we strongly object to the assumption on the part of the smallest and most significant part of the Dominion to insist on the recognition of the most unjust claims. The other provinces have enough burdens without having added such loads as the tunnel under the Straits of Bellefleur. During the debates in the House of Commons last week on the question of the facilities for crossing the Straits of Northumberland, a friend asked the writer: 'What shall it profit the Dominion to build a \$50,000 steamer and construct a \$5,000,000 tunnel to maintain connection with a \$5,000 island? This is rather an extravagant statement of the case, but the facts approach so nearly to this that we reproduce the remarks. We are strongly in favor of granting to some provinces everything that in justice or equity could be demanded, but we do ask the Government to pause ere they commit themselves to a compliance with such extravagant demands as are now made on behalf of Prince Edward Island.'

To the article of which this is an extract, Senator Howlan wrote a reply which we have much pleasure in quoting at length, as follows:—

To the Editor of the Railway Life, Toronto.

DEAR SIR,—My attention has been called to an article in your issue of the 29th ult., headed, "Communication with Prince Edward Island."

There are many erroneous statements contained therein, which, no doubt, arise from want of information on the subject. The comparison of its population with Toronto is as entirely beside the question as if you were to compare London with any of the Counties in England having representation in the House of Commons.

You state the whole export of the Island is less than a million of dollars. In 1872—one year prior to its entry into Confederation, the export exceeded two, and is now estimated at four millions. Again you state "that it receives in one way and another aid from the Dominion Government amounting in the aggregate to many times the amount of its contributions to the Exchequer, &c." In this you are entirely incorrect, as the Island pays the Dominion some \$276,000 yearly more than it receives, the details of which may be found in the enclosure accompanying this.

P. E. Island is not claiming anything more than was guaranteed her by the Terms of Confederation under which she entered the Dominion, namely, "Efficient steam service for the conveyance of mails and passengers, to be established and maintained between the Island and the Dominion, winter and summer, thus placing the Island in continuous communication with the Intercolonial Railway and the railway system of the Dominion."

She did not make these terms; they were submitted to her for her approval in 1868, she did not accept them until 1873, during which time they were repeated over and over again, and the faith of the Dominion pledged that they would be faithfully carried out.

Referring to our Island Railway, you are pleased to say: "The Dominion Government already supplies the Island with a Railway." Such is not the case, as the Island built and paid for this Railway.

You profess as this Province as being the most insignificant of the Dominion are unworthy, as its City of Charlottetown was the cradle of Confederation. Besides this, she is one of the best Provinces in the Dominion, whilst in point of education her people stand second to none.

Referring to the Subway you say the "distance is few miles—whereas it is only seven, again, that has by no means been demonstrated, that the idea is feasible, and there are strong grounds for believing that the engineering difficulties are the most insurmountable."

In this you are as incorrect as in your other statements. Such experienced and distinguished Engineers as Walter Shanley, A. L. Light, Sandford Fleming and others of this Dominion, General Newton, Chief Engineer of the U. S. Professor Hall, of New York University, as well as A. J. MacAlpine, late Chief Engineer of the U. S., and who also holds the "Telford Medal" from the Institute of Civil Engineers of England, have one and all pronounced it perfectly feasible in all its aspects, and without any insurmountable difficulties.

I am glad you are in favor of "each Province receiving its just dues from the Dominion." We ask for nothing more, and we will be satisfied with nothing less. We know our rights, and dare maintain them.

Requesting you will give this a place in your next issue, I am, yours respectfully, GEORGE W. HOWLAN. The Senate, May 3, 1886.

Editorial Notes.

—Mr. Hooper entertains the opinion that "no honorable member should give a silent vote." Why shouldn't he, if he has nothing to say?

—PERHAPS the unkindest reflection that has, of late, been cast upon the Patriot occurred last night in the House of Assembly. Mr. Hooper was quoting from THE EXAMINER, when he was interrupted by Mr. Perry who enquired, "Is that the Patriot you are quoting from?" "No!" Mr. Hooper replied, "I am quoting from THE EXAMINER, which, I take it for granted, tells the truth!" It has got to be so now, that even the members of the Opposition are constrained to look to THE EXAMINER when they want truth.

—While the House was in Committee of Supply last night, the Opposition played their small game of obstructing the business of the session, by asking information about the most trivial matters. This was particularly noticeable while the item of \$18,000 for the Insane Asylum was under consideration. Explanations had been given by the Government on every important item, but the Opposition persistently asked for more. The junior member for Belfast scored a point by rising and gravely charging the Opposition with overlooking several important items charged in last year's accounts, which he thought they should also inquire into. He pointed out that 30 cents had been paid for a rat trap, whereas it was well known that rat traps could be bought for less money. The item of 20 cents for an axe handle was excessive, and it is well known that it is rather too much to pay 18 cents a year for pins for that institution. These and some other items he referred to would make the large sum of nearly \$1, and he hoped the Opposition would not forget their duty to the country by passing these accounts unchallenged, even if hundreds of dollars were expended by wasting the time of the House in their discussion.

FRESH HALIBUT, Codfish, Haddock and Salmon, also Finnan Haddie, just received at the Fish Market, Grand Street. 24—may 6

Arbor Day.

SATURDAY, May 8, 1886.

PROGRAMME.

THE children of the Public Schools, headed by Galbraith's Band and St. Peter's Boys Band, will march in procession through some of the principal Streets, leaving Queen Square at 9.30 a. m. On their return to Queen Square, His Honor the Lieut. Governor will deliver a short address, and declare the day open for Arbor Day observations.

Trees will then be planted, under the direction of the various Committees having charge of the same, on Great George Street, Queen Street, Prince Street, Hillsborough Square, Public School Grounds, and elsewhere throughout the city.

The following directions will be observed by all persons planting trees:

1st. Trees must be of the following kinds: Rock Maple, Chestnut, Ash, Walnut, Lime, Elm, Oak or Birch.

2nd. Trees not to be less than 6 feet in height and 1 1/2 inches in diameter, and to be straight and well rooted.

3rd. To be planted at uniform distance on every street, and not less than 25 feet apart.

All citizens are cordially invited to take part in the proceedings of the day and plant trees.

The different committees are requested to be on Queen's Square punctually at 9.30 a. m.

R. R. FITZGERALD, Vice-President. H. C. McDONALD, Secretary.

LETTERS TO THE EDITOR.

Letter From Hon. Mr. Campbell.

SIR,—I see by your issue of the 1st May, that Mr. Farquharson, over his own signature, re-affirms his statement which has been denied in the letter of Mr. Sinnott. I shall leave Mr. Sinnott to deal with Mr. Farquharson in that matter. But Mr. Farquharson states that I have used sentences in my letter to Mr. Sinnott that he never uttered. I have not made use of any statement but what was made by Mr. McKay, purporting to have been made by Mr. Farquharson at Milton, and repeated by him on the floor of the House.

Mr. Farquharson states, that since that time, Mr. Sinnott has been in Charlottetown; if such be the case, I am not aware of it, and do not believe he has been, or I would have seen him. But Mr. Sinnott must speak for himself on that point.

Mr. Farquharson wishes to know if I would have the hardihood, over my own signature, to say that North River Bridge was built according to contract, I state most positively, that so far as I know, the work was done according to plans and specifications; and further I have never heard any man, except Mr. Farquharson, state anything to the contrary. The bridge is there to-day, ready to be inspected by any one wishing to satisfy himself as to the truthfulness of Mr. Farquharson's statements.

Mr. Farquharson states that he considers it his duty, as a representative of that district, to expose any wrong doing on the part of the public officials. He admits that the conversation he had with Mr. Sinnott, was previous to the contract being completed. If so why has he allowed two sessions of Parliament to pass without doing his duty to his constituents? According to his own admission he has been guilty of gross neglect of duty in not bringing up this matter before now. But I presume when he made that statement at Milton he thought it would go unchallenged, and pass for truth like a great many more untruthful statements he makes in the country against the present Government.

If Mr. Farquharson had formulated his charges in some tangible shape, I could have met him before a legal tribunal of the country, but that would have been an honorable course which does not suit such men as D. Farquharson.

He states that if this was the only suspicious transaction of Mr. Campbell he would not have said so much. I can tell him that I can afford to laugh at the suspicions of men of doubtful reputation like him. Mr. Farquharson is the last man in the House of Assembly or out of it who should talk of suspicious transactions. His own record, as given by his political friend, should teach him to be more guarded in his untruthful insinuations against others.

I wish to tell Mr. Farquharson that I do not fear all he can do or say (and that is saying a good deal) and that I am prepared to meet him in any way he thinks proper, in the press, on the floor of Parliament, before an investigating committee, or before a legal tribunal of the country, and I defy him, so far as I am concerned, to prove one of his lying slanderous charges.

Yours &c., &c., WILLIAM CAMPBELL. Public Works Department, May 6th, 1886.

False Neutrality.

SIR,—The Protestant Union professes to be neutral in politics, but any one who takes the trouble to watch the course which its present Editor is pursuing, can see at a glance that grit is beginning to crop out in its columns, in a very decided way. At this no one need be at all surprised. The Rev. W. R. Frams, long since, identified himself with the Grit Party. He doubtless holds the same opinions still, and although it may not suit his purpose at present to come out openly, the Union, under his management, may be expected to keep party interests and party aims steadily and affectionately in view. Hence, the people must not be led into error, by its avowed neutrality. Its Editor is a Grit, and from the hour he took editorial control, till the present, he has been slyly endeavoring to enter the thin end of the wedge, while professing to be free from all party bias. Such an opponent is more to be shunned than an open enemy; and such is the kind of opponent one has to deal with in the person of the Editor in question. Look at his latest production for instance. In a leader of over a column in length, he discusses the P. E. I. Delegation to London. In what sort of spirit does he approach the subject? Does he deal with it as a fair candid, non-political journalist would do? No. On the contrary his criticisms are one sided and unfair—so much so that no one can mistake their time. He "had little faith"

that anything would be accomplished in London." Grits, with "little faith," are by no means uncommon. They never have any faith in anything that Conservatives undertake. But the Conservatives continue to do good service for the country all the same. Reasonable men are beginning to acknowledge this on all sides. Political bigots are hard to please. The Delegates had to go London to find out that the English Government could not interfere, says the Union Editor. This is no doubt intended as a piece of sarcasm, but it falls far short of the mark. No one, except the Union, is silly enough to think that Her Majesty would preposterously order the Dominion Government to comply with the address of the Island Legislature. Earl Granville did, however, what Earl Carnarvon did in the case of British Columbia. He offered his "friendly services," and if the result turns out as satisfactorily in the Island's case as in Columbia's, no one need complain.

After a sly dig at Sir Charles Tupper, the Union says it believes one party is just as likely to deal unfairly with the Island as the other. How magnanimous! Does he not know that Mr. ex-Premier Mackenzie said: "We have dealt generously with the people of P. E. Island, and have endeavored to carry out the terms of Union to the utmost possible extent." And does it not also know that Mr. Blake says that "the Island does not pay her share into the Dominion Treasury, and that she is annually receiving thousands and thousands of dollars more than she pays to the Dominion." In the teeth of such statements, how can we expect a Grit government, with Mr. Blake at its head, to deal fairly with this Island. And still we are told by the Union that both parties are alike in one particular at least—in their bad treatment of our Province. The comparison is not a fair one by any means, for the present Dominion Government have not taken the extreme stand which Mr. Blake has taken in regard to the Island, as may be seen by the public records. It is time enough to blame the Government when they refuse to test the feasibility of the Subway scheme. The Union blames them in advance. There are other points to which I would wish to refer, but must conclude by saying that the editorial in question shows that the trail of the partisan is over it all; and quite on a par with the story circulated about the Minister of Customs calling on Father Dowd, the explanation of which the editor of the Union had not the manliness to publish.

I remain, W. V. May 3, 1886.

Liverpool to Georgetown. THE Barque "G. H. GORDON," Parker, Master, will sail from Liverpool, G. B., on or about 24th inst., for Georgetown. Will have room for 100 tons freight at low rate. D. GORDON. Georgetown, May 7, '86—71 pd.

SALT. ON arrival of Barque "G. H. GORDON," from Liverpool, G. B. the subscriber will offer for sale 4,500 SACKS SALT; price low if delivered at wharf. Also, a full supply of English Goods. D. GORDON. Georgetown, May 7, '86—61 wky 4 pd.

APPLES, ONIONS, &C. BY Auction, at my Auction Room, Queen Street, to-morrow, SATURDAY, May 8th, at 11 o'clock, a. m.—25 brls Apples, 5 brls Onions, 5 brls Foxberries, boxes Oranges, crates Bananas, kegs Grapes, bags Peanuts, &c., ex Str. Carroll, from Boston. A. McNEILL, Auctioneer. may 7 li

ARBOR DAY. SATURDAY next, the 8th inst., being appointed ARBOR DAY, in this City, His Worship the Mayor invites his fellow citizens to celebrate the occasion by a General Holiday. By order, A. H. MACPHERSON, City Clerk. City Clerk's Office, May 6—2i

ZION CHURCH Sabbath School and Choir WILL give a Literary and Musical Entertainment in the Basement, on FRIDAY EVENING, MAY 7th. The programme will consist of Solos, Duets, Choruses, Recitations, &c. Admission, 15c; Children, 10c. Commence at 8 o'clock, sharp. May 3, 1886—4i

SEED WHEAT IMPORTED White Russian, White Fife, Manitoba Red Fife, Timothy Seed, Clover Seed. For sale by F. L. MACNUTT, Water Street. April 26—2wks 2w wky 2i pd

WANTS, LOST, FOUND, &C. WANTED—Six Girls for Lobster Factory; also three Lobster Craekers. Apply immediately to A. S. McLeod, Park Corner, New London, or to Mr. John Ross, Charlottetown. may 7—3i

TO LET—The Brick House, opposite THE EXAMINER office; possession given about 1st June. Apply to John Ings, may 7 3i pd

TO LET—At Southport, the House and premises formerly occupied by W. H. Farquharson. Apply to John Ings, may 7 3i pd

WANTED—A young Man to drive bread wagon. Apply to J. Quirk, City Steam Bakery. may 7

WANTED—To go to Moncton, a capable, trustworthy woman as general servant in a family of two; liberal wages given; good references required. Apply to Mrs. Longworth, Water Street. may 7

WANTED—A Servant for general household work in a small family. Enquire at EXAMINER office. may 7 3i pd

STRICT ATTENTION

to Business, Honesty and Square Dealing, and paying Cash every time, is what has placed

L. E. PROWSE

to the front of all competitors, in CLOTHING, HATS, &c.

He does not advertize to sell goods at cost, but he guarantees to sell from 10 to 25 per cent less than those who do advertize to sell at cost.

He does not try to deceive the people by making a big blow and offering paltry rewards, but tries to do things right and has the goods to back him up in what he advertizes.

He has now about 6,500 HATS and \$4,000 worth of CLOTHING, which he guarantees to sell from 10 to 25 per cent less than any house in the trade. All of this Clothing was bought less than half price, and will be sold less than half price.

He does not ask the people to believe his advertisement until they see his prices; he knows then they will believe, and knows that the goods and prices back him up every time.

All goods freely shown, or sent to any part of the town.

Please don't forget to call.

L. E. PROWSE,

Sign of the BIG HAT, 74 Queen Street.

Ch'town, May 7, '86—eod wky

LONDON HOUSE!

New Stock now open:

- New Dress Goods. Prints. Muslins. Hats. English Trimmed Millinery. Feather s. Flowers. Etc., Etc., Etc.

HARRIS & STEWART.

Ch'town, May 5, 1886.—dy & wky

NOTICE TO THE PUBLIC.

HAVING secured the services, as Manager of my BISCUIT FACTORY,

of MR. THOMAS RANKINE, formerly with Messrs. T. Rankine & Sons, St. John, N. B., and lately from the Steam Biscuit Works of Messrs. F. A. Kennedy & Co., Cambridgeport, Mass., I am now in a position to offer to the Wholesale and Retail Trade of the Island, anything in my line, guaranteeing a better article than can be imported, at reasonable prices,

J. QUIRK,

PRINCE STREET. Ch'town, May 5, 1886—lmo eod

NEW HAT & FUR STORE,

Newson Block. A. NEW DEPARTURE!

HATS, of the Latest Styles, at the very LOWEST PRICES.

FURS, of all kinds, Cleaned, Dyed, altered and Repaired. HIGHEST CASH PRICES paid for Raw Furs.

E. STUART.

Ch'town, May 4, 1886

CARVELL BROTHERS,

General Agents and Commission Merchants,

CHARLOTTETOWN,

Prince Edward Island.

AGENTS FOR:

- The Halifax Sugar Refining Company. The Vale Coal Company. The Guardian Assurance Company, of England. The Boston Marine Insurance Company. The New York Board of Underwriters. The Allan Line of Ocean Steamships. The Quebec Steamship Company. The Boston, Halifax & P. E. I. Steamship Line.