ANODYNE
ENT
EXTERNAL USE.
ATIVE PILLS
RICH BLOOD.
LIVER and BOWELS. Complete, MALARIA, CHILLS. For Female Complaints these Pills are unequaled. Dr. C. W. Benson's Maryville, Md., writes: "Have sold your Pills for years, and they are the best." Sold everywhere, or sent by mail for 25c. in stamps. J. S. JOHNSON & CO., BOSTON, MASS.
E HENS LAY
Sold everywhere, or sent by mail for 25c. in stamps. Enough to make 100 gallons of Medicine. Sufficient for the Poultry of a Village. Sent by mail, $1.20. J. S. JOHNSON & CO., Boston, Mass.
r Winter.
& Co.
PLIES OF
FALL & WINTER,
W PRICES.
PRICES.
LOW PRICES.
TS AT LOW PRICES.
W ULSTERS & STORM-
m good material.
FERS, to suit all.
SUITS, very cheap.
er prices than ever.
ers, Fur Caps, Knitted
s, &c., &c., &c.
buying elsewhere.
EEKS & CO.
GIFTS.
dles, Cotts, Sleighs, &c.
EST.
s, English & German,
OW.
t Picture-frame Mouldings
inces, unrivalled in quality
all kinds of pictures—the
MBER SUITS.
arlor and Chamber Suits,
lling at cost.
ice, Children's and Kitchen
f Upholstering Work, Paint-
g.
—Feather, Hair, Flock,
aw—Cheapest in the city.
, Sideboards, Bookcases,
c.—Cheapest.
IN NEWSON.
—3m
DODS!
T—
& STERNS.
OCK OF
INTER GOODS
nd all in want of
NCY DRY GOODS,
EST PRICES,
ment, a splendid variety to
l to see our Goods before
r purchases.
TS & STERNS.
4.
OCK, 1884.
hortly to Arrive,
HOICE FLOUR.
NTER APPLES.
alf-boxes RAISINS.
Five Pound Air-tight Caddies. TEA.
GE STOCK OF
Groceries,
RETAIL, CHEAP.
EER & GOFF.
84.
NO MORE HAIR.
"Grand Renewer," changes grey hair to its first color. A marvellous invention. Gray-headed made to look young in three weeks. No more baldness. Send for descriptive book, and testimonials and doctors, etc., who recommend it. Lyman Bros., 112 Wyllys St., New York. sep. 17 1y eow

The Charlottetown Herald.

NEW SERIES. CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, MARCH 11, 1885. VOL. XIV—NO. 19

THE HERALD.

Published Every Wednesday.

ONE DOLLAR PER YEAR,

IN ADVANCE.

OFFICES:

Macdonald's Building, West Side Queen Street, Charlottetown, Prince Edward Island.

THE HERALD

HAS NOW THE

Largest Circulation of any paper on this Island.

Advertisements inserted at reasonable rates.

Advertisements, without instructions to the contrary, will be continued until forbidden.

Items and general news of interest, in a condensed form, solicited.

Remittances can be made by registered letter.

Address all letters and correspondence to the HERALD Office, Queen Street, Charlottetown.

RICHARD WALSH, Publisher.

CALENDAR FOR MARCH.

MOON'S CHANGES.

Last Quarter 8th day, 2h. 42m., p. m., N. W.
New Moon 16th day, 1h. 24m., p. m., S. W.
First Quarter 23rd day, 1h., 11m., p. m., S.E.
Full Moon 30th day, 0h., 25m., p. m., N.

D M	Day of Week	Sun rises.	Sun sets.	Moon Rises.	Moon Sets.
		h. m.	h. m.	after'n	morn
1	Sun	6 43	5 41	6 45	6 47
2	Mon	42	43	7 53	7 18
3	Tues	40	44	8 59	7 49
4	Wed	38	46	10 2	8 18
5	Thur	36	47	11 4	8 49
6	Fri	34	48	morn	9 21
7	Sat	32	50	aft 2	10 0
8	Sun	31	51	0 57	10 49
9	Mon	29	53	1 47	11 25
10	Tues	27	54	2 33	aft 13
11	Wed	25	56	3 15	1 6
12	Thur	22	57	3 52	2 2
13	Fri	21	58	4 28	3 2
14	Sat	19	59	4 54	4 2
15	Sun	17	6 1	5 38	5 7
16	Mon	15	2	5 51	6 13
17	Tues	13	3	6 27	7 21
18	Wed	11	5	6 59	8 32
19	Thur	9	6	7 37	9 41
20	Fri	7	7	8 11	10 48
21	Sat	6	9	8 55	11 56
22	Sun	3	10	9 46	morn
23	Mon	2	12	10 41	0 59
24	Tues	5 59	13	11 38	1 57
25	Wed	57	14	aft 56	2 59
26	Thur	56	16	2 6	3 32
27	Fri	54	17	3 15	4 11
28	Sat	52	19	4 28	4 45
29	Sun	50	19	5 34	5 17
30	Mon	48	21	6 40	5 47
31	Tues	5 46	6 22	7 46	6 17

Norman's

Electric Belt Institution

(ESTABLISHED 1874),

4 QUEEN ST. EAST, TORONTO.

Nervous Debility, Rheumatism, Neuralgia, Paralysis, Lame Back,

and all Liver and Chest Complaints immediately relieved and permanently cured by using these

Belts, Bands and Insoles.

Circulars and Consultation Free.

April 2, 1883—1y

SULLIVAN & McNEILL,

ATTORNEYS-AT-LAW,

Solicitors in Chancery,

NOTARIES PUBLIC, &c.

OFFICES — O'Halloran's Building Great George Street, Charlottetown.

☞ Money to Loan.

W. W. SULLIVAN, Q.C. | CHAS. B. MACNEILL.
jan17 1884

M. HENNESSY.

Furniture Dealer,

No 35 Great George St., Charlottetown.

All kinds of Furniture made to order at the lowest rates.

☞ Undertaking attended to in all its branches, either in town or country, cheaper than ever. Caskets and Coffins, latest styles, always on hand.

Charlottetown, March 19, 1884—1y

McLEOD, MORSON & McQUARRIE,

BARRISTERS AND ATTORNEYS-AT-LAW,

Office in Old Bank,

[UP STAIRS.]

Charlottetown, February 27, 1884.

Apples. Apples. Apples.

CHARLES DONALD & CO.,

79 Queen St., London, E.C.,

WILL be glad to correspond with Apple Growers, Merchants and Shippers, with a view to Autumn and Spring business.

They will also give the usual facilities to customers requiring advances.

August 6, 1884—9m

A PRIZE Send six cents for postage and receive free, a costly box of goods which will help all, of either sex, to more money right away than anything else in this world. Fortunes await the workers absolutely sure. At once address TRUE & Co., Augusta, Maine. apl 16 1yr.

MARK WRIGHT & CO

1885. —ARE— **1885.**

Better prepared than ever before to give the BEST VALUE in every description of

FURNITURE,

All manufactured on their premises by first-class workmen, and warranted second to none.

They have in stock **3,000 CHAIRS** of various designs, and will sell them at prices to suit the hard times.

LOUNGES, BEDSTEADS, TABLES, WASHSTANDS, LOOKING-GLASSES, MATTRASSES, PICTURE MOULDING, PARLOR SETS, BEDROOM SETS,

and a thousand other articles too numerous to mention.

☞ Remember we cannot be undersold.

Undertaking Department a Specialty.

MARK WRIGHT & Co.

Kent Street, Charlottetown, Dec. 17, 1884.

G. H. HASZARD

PRINTER,

Book - Binder and Stationer,

IS NOW OPENING IN HIS

NEW STORE, BROWN'S BRICK BLOCK.

QUEEN SQUARE,

A large assortment of English and American

STATIONERY & SCHOOL BOOKS,

and will give special attention to the **Manufacture** and **Printing** of all kinds of

Business Blank Books and Forms,

—SUCH AS—

LEGAL BLANKS,
BILL HEADS,
LETTER HEADS,
NOTE HEADS,
RULING, &c., &c

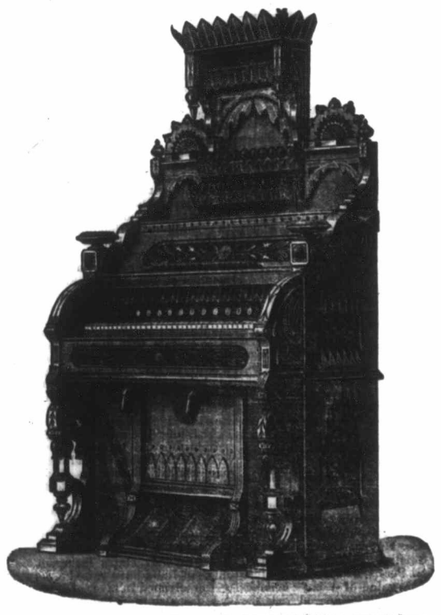
And also, **Wedding and Mourning Stationery,** in

INVITATIONS,
WEDDING CARDS,
BRIDE CAKE BOXES,
VISITING CARDS,
BALL PROGRAMMES,
MEMORIAL CARDS,
MOURNING NOTE,
and ENVELOPES, &c.

G. H. HASZARD,

Dec. 17, 1884. SOUTH SIDE QUEEN SQUARE

MILLER BROTHERS.



BARGAINS IN

Pianos, Organs & Sewing Machines

AND A LARGE STOCK OF

Accordeons, Concertinas, Violins, Flutes, Banjos, Guitars, Violin Strings,

SELLING AT EXTREMELY LOW PRICES

—AT—

MILLER BROTHERS, Queen Street,

Dealers in Pianos, Organs & Sewing Machines.

Charlottetown, Dec. 24, 1884.

A Skilful Surgical Operation.

The American Ambassador at Vienna, Mr. Kasson, has lately forwarded to his Government an interesting account of a remarkable surgical operation lately performed by Professor Billroth, of Vienna, which wonderful to tell, consisted in the removal of a portion of the human stomach, involving nearly one-third of the organ—and, strange to say, the patient recovered—the only successful operation of the kind ever performed. The disease for which this operation was performed was cancer of the stomach, attended with the following symptoms:—The appetite is quite poor. There is a peculiar indescribable distress in the stomach, a feeling that has been described as a faint "all gone" sensation; a sticky slime collects about the teeth, especially in the morning, accompanied by an unpleasant taste. Food fails to satisfy this peculiar faint sensation; but on the contrary it appears to aggravate the feeling. The eyes are sunken, tinged with yellow; the hands and feet become cold and sticky—a cold perspiration. The sufferers feel tired all the time, and sleep does not seem to give rest. After a time the patient becomes nervous and irritable, gloomy, his mind filled with evil forebodings. When rising suddenly from a recumbent position there is a dizziness, a whishing sensation, and he is obliged to grasp something firm to keep from falling. The bowels costive, the skin dry and hot at times; the blood becoming thick and stagnant, and does not circulate properly. After a time the patient spits up food soon after eating, sometimes in a sour and fermented condition, sometimes sweetish to the taste. Oftentimes there is a palpitation of the heart, and the patient fears he may have heart disease. Towards the last the patient is unable to retain any food whatever, as the opening in the intestines becomes close, or nearly so. Although this disease is indeed alarming, sufferers with the above-named symptoms should not feel nervous, for nine hundred and ninety-nine cases out of a thousand have no cancer, but simply dyspepsia, a disease easily removed if treated in a proper manner. The safest and best remedy for the disease is Seigel's Curative Syrup, a vegetable preparation sold by all chemists and medicine vendors throughout the world, and by the proprietors, A. J. White (Limited), 17, Farringdon road, London, E. C. This Syrup striked at the very foundation of the disease, and drives it, root and branch, out of the syste.

St. Mary Street, Peterborough, November, 29, 1881.

Sir,—It gives me great pleasure to inform you of the benefit I have received from Seigel's Syrup. I have been troubled for years with dyspepsia; but after a few doses of the Syrup, I found relief, and after taking two bottles of it I feel quite cured.

I am, Sir, yours truly,
Mr. A. J. White. William Prent.

September 8th, 1883.

Dear Sir,—I find the sale of Seigels Syrup steadily increasing. All who have tried it speak very highly of its medicinal virtues; one customer describes it as a "Godsend to dyspepsia people." I always recommend it with confidence.

Faithfully yours,
(Signed) Vincent A. Wills,
Chemist-Dentist, Merthyr Tyvdil.

To Mr. A. J. White

Seigel's Operating Pills are the best family physic that has ever been discovered. They cleanse the bowels from all irritating substances, and leave them in a healthy condition They cure costiveness.

Preston, Sept. 21st, 1883.

My Dear Sir—Your Syrup and Pills are still very popular with my customers, many saying they are the best family medicines possible.

The other day a customer came for two bottles of Syrup and said "Mother Seigell" had saved the life of his wife, and he added, "one of these bottles I am sending fifteen miles away to a friend who is very ill. I have much faith in it."

The sale keeps up wonderfully, in fact, one would fancy almost that the people were beginning to breakfast, dine, and sup on Mother Seigel's Syrup, the demand is so constant and the satisfaction so great.

I am dear sir, yours faithfully,
(Signed) W. Bowker.

To A. J. White, Esq.,

Spanish Town, Jamaica, West Indies, Oct. 24, 1882.

Dear Sir,—I write to inform you that I have derived great benefit from "Seigel's Syrup." For some years I have suffered from liver complaint, with its many and varied concomitant evils, so that my life was a perpetual misery. Twelve months ago I was induced to try Seigel's Syrup, and although rather sceptical, having tried so many reputed infallible remedies, I determined to give it at least a fair trial. In two or three days I felt considerably better, and now at the end of twelve months (having continued taking it) I am glad to say that I am a different being altogether. It is said of certain pens that they "come as a boon and a blessing to men" and I have no reason to doubt the truthfulness of the statement. I can truly say, however, that Seigels Syrup has come as a "boon and a blessing" to me. I have recommended it to several fellow-sufferers from this distressing complaint, and their testimony is quite in accordance with my own. Gratitude for the benefit I have derived from the excellent preparation, prompts me to furnish you with this unsolicited testimonial.

I am, dear Sir,
Yours ever gratefully.
(Signed) Carey B. Berry.

A. J. White, Esq., Baptist Missionary.

Hensingham, Whitehaven, Oct. 16, 1882.

Mr. A. J. White—Dear Sir,—I was for some time afflicted with piles, and was advised to give Mother Seigel's Syrup a trial, which I did. I am now happy to state that it has restored me to complete health.—I remain, yours respectfully,

(Signed) John H. Lightfoot.

For sale by the Apothecaries Hall Co., Druggists, Charlottetown; and by A. J. White, Ld., Branch Office 67 St. James Street Montreal, P. Q.

For Sale!

A LUMBER WAGON, nearly new Will be sold cheap. Apply to

JOHN R. FITZPATRICK.
Tracadie Cross, Feb. 25, 1885.

AYER'S Cherry Pectoral.

No other complaints are so insidious in their attack as those affecting the throat and lungs: none so trifled with by the majority of sufferers. The ordinary cough or cold, resulting perhaps from a trifling or unconscious exposure, is often but the beginning of a fatal sickness. AYER'S CHERRY PECTORAL has well proven its efficacy in a forty years' fight with throat and lung diseases, and should be taken in all cases without delay.

A Terrible Cough Cured.

"In 1857 I took a severe cold, which affected my lungs. I had a terrible cough, and passed night after night without sleep. The doctors gave me up. I tried AYER'S CHERRY PECTORAL, which relieved my lungs, induced sleep, and afforded me the rest necessary for the recovery of my strength. By the continued use of the PECTORAL a permanent cure was effected. I am now 62 years old, hale and hearty, and am satisfied your CHERRY PECTORAL saved me.

HORACE FAIRBROTHER."

Rockingham, Vt., July 15, 1882.

Croup.—A Mother's Tribute.

"While in the country last winter my little boy, three years old, was taken ill with croup; it seemed as if he would die from strangulation. One of the family suggested the use of AYER'S CHERRY PECTORAL, a bottle of which was always kept in the house. This was tried in small and frequent doses, and to our delight in less than half an hour the little patient was breathing easily. The doctor said that the CHERRY PECTORAL had saved my darling's life. Can you wonder at our gratitude? Sincerely yours,

MRS. EMMA GEDNEY."

139 West 128th St., New York, May 16, 1882.

"I have used AYER'S CHERRY PECTORAL in my family for several years, and do not hesitate to pronounce it the most effectual remedy for coughs and colds we have ever tried. A. J. CRANE."

Lake Crystal, Minn., March 13, 1882.

"I suffered for eight years from Bronchitis, and after trying many remedies with no success, I was cured by the use of AYER'S CHERRY PECTORAL. JOSEPH WALDEN."

Byhalia, Miss., April 5, 1882.

"I cannot say enough in praise of AYER'S CHERRY PECTORAL, believing as I do that but for its use I should long since have died from lung troubles. E. BRAGDON."

Palestine, Texas, April 22, 1882.

No case of an affection of the throat or lungs exists which cannot be greatly relieved by the use of AYER'S CHERRY PECTORAL, and it will *always cure* when the disease is not already beyond the control of medicine.

PREPARED BY

Dr. J. C. Ayer & Co., Lowell, Mass.

Sold by all Druggists.

Prince Edward Island Expenditure.

To the Editor of the Mail:

SIR,—In your issue of the 9th inst. at under the heading of "The P. E Island Service" you give figures intended to prove that the island had received from the federal government since entering the union a sum of $6,077,083, and you add "these figures are by no means complete, there are others that could be added to swell the amount considerably."

The saying "figures cannot lie" is perfectly true, but in the hands of the experienced as well as of the inexperienced, they may be made to convey impressions largely at variance with the truth.

I need scarcely say I fully acquit you of any intention of conveying an incorrect impression, and I am free to admit the summary in the general report of the department of public works, from which I suppose your figures are taken would without explanation lead you very naturally into the error committed, but as I am sure that you equally with myself are desirous of seeing the matter fairly stated, I have no hesitation in asking you to publish my version of the expenditure which I have been at some pains to make correct; and here I wish to express my appreciation of the courtesy of the officials of the departments I had to consult and the care with which they explained apparently conflicting accounts.

In analysing your figures, I shall refer to those amounts only which I consider are not justly chargeable to the province, amongst which I think you will admit, are sums paid or which should have been paid at the time of the entrance of the island into the union as part of the terms of confederation, and I think you will also admit that grants unexpended should not be charged in an account of expenditure.

The first item on your list to which I take exception is $53,222 for wharves and piers: this is a small portion of an amount which should have been paid at the time of confederation, and was due the province under the terms.

The next is for new buildings $30,000: this is a grant for the rebuilding of the post office destroyed by fire a year ago, and as, to the very great inconvenience of the public, nothing has been done towards rebuilding, nothing has been expended.

For Cape Traverse railway, $188,200—the construction of this railway is a step towards giving the island continuous communication summer and winter with the neighboring provinces, and the railway system of the Dominion, agreed to be provided by the federal government in the terms of confederation. I do not consider this sum fairly chargeable.

The steamship subsidies, $6,000: this is an error, there is no such sum in the estimates—the sum of $7,500 has been granted for several years, but not expended.

Fishery claims, $30,000: this is a private claim of certain merchants for a refund of duties with which the public have nothing to do, and certainly cannot be charged against the province.

For capital expenditure on the island railway, $1,284,311. This item is entirely astray. The whole amount for capital expenditure on the railway since confederation is $539,611, from which must be deducted $120,745, spent on the Cape Traverse branch and charged in another place, leaving $418,875 as the sum actually expended on the island railway.

We now come to your second column, which gives the expenditure from 1873 to 1882.

Railways, $3,466,990. This sum you admit in a subsequent issue to have been incorrectly charged.

Public buildings, $75,000. This is the price of the post office and custom house purchased by the government at confederation, and part of the terms.

Harbors, &c., $580,077. The sum actually expended by the federal government is $229,246.72; the balance, $350,830, is the amount expended on this service by the local government from the year 1831 to 1873.

Dredging, $23,582. This is an error; the sum named is the expense incurred in building the government dredge *Prince Edward*.

Telegraphs, $52,619. This is also an error, there being no such sum in the public accounts for telegraphs.

Steamers (for mails and passengers) $162,622: the summary method by which this item is arrived at is admirable in its simplicity. The whole amount expended by the Government on steamers since 1867 is $650,488 which divided by 4 gives $162,622. This amount is debited to each of the Maritime Provinces and Quebec. I must distinctly decline to admit this as an expenditure in Prince Edward Island.

It may be urged that the *Northern Light*, one of the government steamers, is used solely for island purposes, but we look upon her as a miserable instalment of that "efficient steam service, summer, and winter," which was to give us continuous communication with the Intercolonial railway, and the railway system of the Dominion, and which by the terms of confederation we should have had eleven years ago, and I may add that the failure of the government to carry out this agreement has entailed incalculable loss on the people of this province. Now we will take the total of your figures and deduct the items which I think I have clearly shown are not chargeable as expenditure in Prince Edward Island since confederation, and the account stands:—

Amount charged against the province as expenditure since confederation	$6,077,083
Deduct items improperly charged	5,312,102
Total amount actualy expended since confederation	$ 764,981

The figures as I have given them, I believe are correct, at all events I have spared no pains to make them so, and they show quite a different sum as the expenditure in the island since confederation, but it is not of the smallness of the amount spent in public works that we complain, it is that the solemn compact entered into when we joined the union has not been carried out by the federal government, and that we are suffering under the most serious disadvantages from the want of that continuous winter communication which was promised us in the terms.

I feel that I have already trespassed somewhat unduly on your space or I could say much more on the subject. I quite agree with you that we have much better prospects under the present than under the late government, and you need have no fear of the "Lower Province members being false to their personal pledges, their private convictions and their party chiefs."

I cannot conclude without strongly deprecating the practice so prevalent, of one province carping at and grumbling over the amounts expended in another. It should be borne in mind that money judiciously used in developing the resources of a province is money well invested for the Dominion, and that the prosperity of the provinces means the prosperity of the whole of this Canada of ours.

J. T. JENKINS.

Ottawa, February 13, 1885.

Winter Communication.

The subject of our Winter Communication with the mainland was brought up in the Senate on 23rd February when we are glad to say, the Government promised that extensive improvements would be undertaken in the mode of crossing at the Capes Senator Haythorne made a very moderate speech in which he calmly reviewed the whole question from the time of the union. He complained that promises had been made which had not been fulfilled, and he pictured vividly the alarm and excitement which prevailed on the Island after the terrible Capes disaster. He called the attention of the Senate to the report of the Select-Committee of the House of Commons on the subject, dated 18th April, 1883, and to the evidence appended thereto; and he asked the leader of the government whether the attention of Ministers had been directed thereto and whether they intended to give effect to the recommendations of the Committee. We regret that our space does not allow the publication of Senator Haythorne's speech; but we reproduce some of the remarks of Senator Howlan during the debate as well as the reply of Sir Alexander Campbell.

HON. MR. HOWLAN—I regret that I was not present at the beginning of the debate as I was engaged about Island affairs in another place. It is a humiliating position for the members of Prince Edward Island to find themselves in, every year pressing their views on this Parliament; but it is to this House that all the provinces must look, particularly the smaller ones; and from time to time when we have had to ask hon. gentlemen here to consider this question we have felt, as my hon. friend who sat down a few moments ago has said, that we were trespassing on what might be called the good natured side of Parliament. I am led to that opinion not only from the remarks I have heard incidentally in this House, but also from expressions which have found vent in the press of the country. When Prince Edward Island accepted the terms of Confederation she did so loyally, and she has loyally borne her share of the public burden. The terms on which she entered the Union were distinct and marked, and if the question were asked—do the people of Prince Edward Island expect those terms to be carried out like Shylock's agreement, they would say, not at all. The best evidence that could be given that no such feeling is entertained is the fact that for twelve years we have memorialized Parliament and asked for Committees to investigate the subject, and have established beyond doubt in the mind of every intelligent man, the great necessity that exists for making some alteration with regard to the means of Winter Communication between the Island and the mainland. We were willing to submit the matter to gentlemen from the other provinces, so that it could be thoroughly and clearly understood. An investigation was had and a report was presented by the gentlemen of the Committee to the members from the Maritime provinces and reported to the House. There was afterwards a memorial in 1883 on the same subject. I myself have called the attention to the subject from time to time in this House, and explained what the Island required, and we were told that we had got a very good boat. I have frequently pointed out that that boat was never built or intended for the service; that it was a mere accident that the steamer was sent there; that she never was fitted for it. If any proof is wanted of the correctness of that statement it is to be found in the fact established this winter, and reported in one of the Island papers, with regard to the capability of the boat.

* * * * *

Now, will any intelligent man tell me after reading that, that she is a good boat, or such a boat as the Government would say ought to carry out the terms of Confederation? Here is a fact, that after having battered the ice with the bow, she turns her tail to it and moves off at the rate of two and a half miles an hour!

That would indicate, at all events, that this boat was not sufficient for the purpose, and I would be very sorry if the leader of the government stated it was not intended to put on another boat. If that was his statement I am very sorry to learn it; it is not in accordance with the recommendation of the gentlemen who composed the Committees to which I have referred, or of the representatives of Prince Edward Island in either branch of Parliament. We did not expect until such time as the Government were clearly satisfied with regard to the course to be pursued in this matter that they would act, and we were content to wait. It is true there was a difference of opinion among the Island members themselves with regard to the proper course to be pursued, but that happily has passed away. The Government are building the railway to Cape Traverse in accordance with a portion of the recommendation contained in the report to which I have referred. The line from Cape Tormentine to Sackville, about 35 miles, in their judgment should be owned by the Government, because it would give them sole control of the connection between the Prince Edward Island railway and the Intercolonial Railway. Then if the life-boat service was assumed by the Government, they would have supreme control. I ask is there not right and justice in this demand? These terms were promised us at Confederation, and we have been asking from that time that they be fulfilled. We were told last year that the "Lansdowne" would take the place of the "Northern Light." The "Lansdowne" was very efficiently built, but for some reason I believe she is not able to assist the "Northern Light." Is this going to continue longer? We would have been justified last year in saying to the Government: "We will not wait for that boat; we want you to hire the 'Neptune,' of the Newfoundland sealing fleet, to assist the 'Northern Light;'" but we did not do that; we waited to see what would be done with the "Lansdowne." We know that the "Lansdowne" is being fitted out at Halifax to go to the Arctic next year, and she may not be able to perform the service next season; therefore we say put an item in the Estimates to build a boat next year, and if she is not ready in time, hire a Newfoundland sealer and put her on the route. But on one point I wish to disabuse the minds of hon. gentlemen in this House. I saw, in connection with this subject, the other day letters from a leading gentleman standing high in the estimation of the people of the Maritime provinces, and also from gentlemen in the upper provinces, with regard to this service, and the general impression conveyed by them is that we have not done our duty as fully as we might in bringing this matter to the attention of the Government. All I can say, so far as my knowledge is concerned, is that we have done so. We find in Prince Edward Island, from one end of the country to the other, at public meetings, party feeling has been thrown aside, and the people have united to do something. The misfortunes of this winter have been pointed to on two or three occasions in this House. I have made thirty-one trips across that Gulf. I have been so fortunate as to have had but one hard one, and not so serious a trip as the one described the other day; but I say after my experience with the thirty-one trips, the service is no better now than it was in 1853, when I first crossed. Now, that is a disgrace to the Dominion of Canada, aside from terms or anything else. As far as the people of the Island are concerned, as may be seen from the extracts I have read, it is not the people of the Island alone who cross the straits; the great majority are people from the different provinces of Canada, and therefore it is not to be looked at from the standpoint of pounds, shillings and pence I do say this, that until another steamer is built that will be suitable for the winter service between Georgetown and Pictou, a vessel of sufficient capacity as described in that report, and until tug-boats are put on the straits, the people of the Island will not be satisfied, and it is hardly to be expected that they should be. Therefore, now that the Government have been shown that there is ground for complaint in this matter, that there is an evil which can be remedied, and moreover that the people of the Island have been patient and considerate in waiting twelve years to have the terms of Union carried out. I do hope there will be no longer a penny wise and pound foolish policy pursued—that there will be no longer a reckoning of the cost, but that the matter will be dealt with in a generous and large-minded spirit, and that we representatives of Prince Edward Island will never feel it our duty to again discuss in this House a question which must be to the majority, who do not live in that province, entirely worn threadbare. I hope the Government will see their way clear to carry out the views expressed by the representatives of the Island, which I may say are the views of the whole people of the province. If that is not done there is no question that further action will be taken by those people who although they wish to press this claim calmly, prudently and wisely, will not be satisfied until such an arrangement is made as will carry out the terms on which they entered the Confederation.

HON. SIR ALEXANDER CAMPBELL.—My hon. friend from Prince Edward Island who introduced this subject to the notice of the House has, I think, just ground for complaint—ground for complaint, I am sorry to think, perhaps against myself, although really, as he has almost admitted, I am not responsible for the non-execution of the measures which, from time to time, I have been authorized by the Government to promise in this House. I remember quite distinctly the undertaking which I gave that the boathouses should be constructed, one on each side of the ferry. I made that promise with the authority of the then Minister of Marine and Fisheries, and as is my constant practice, the very day the promise was made I wrote to the Minister of Marine and Fisheries that pursuant to what he had told me I made the promise, and that I hoped he would keep it in mind. I afterwards called attention to it, and there were reasons which were more or less sound—I can hardly say sound—which made the delay more or less excusable. It was thought for a time that the orders had been given, and that the boathouses were in course of construction. When that was ascertained not to be the case, it was thought better that the boathouses should not be built until the railway communication was established and the exact places where the branch lines should terminate on each side were fixed. On the main shore it has not yet been exactly determined where the railway is to terminate, and these are the reasons for the non-performance of the promise I made on behalf of the Government. The hon. gentleman made out a very strong case for the necessity of boathouses. It seemed to me that it would be a great advantage to have them constructed, and that they would afford necessary protection for the boats. One can readily understand that boats intended for such a service should be kept in a way that is incompatible with their being allowed to remain on the ice upside down. Whether the excuse I have given is sufficient or not it is for the House to say, but there is some reason in the assertion that until the exact terminus of the railway on this side is fixed it would be difficult to locate the best position for the boathouse. On the Island side the boathouse, so soon as the railway came down to the shore, was commenced and a certain degree of progress has been made. It seems to me that the pith of the recommendations made by the Committee of the House, to which my hon. friend who introduced the subject has made frequent reference, consists in their suggestion that the service between the two capes should be taken out of the hands of the Post Office Department and out of the hands of the contractors, and made a Government service. I have no doubt that if that was done there would be a very great improvement. But I think hon gentleman do not do the government quite credit enough when they say that nothing has been done all these years. It is something, certainly, to have constructed the 12 miles of railway which connect the Prince Edward Island line with Cape Traverse, and with the aid of New Brunswick communication between the Intercolonial Railway and Cape Tormentine is being secured, and the work has made such progress that I believe there is every reason to anticipate that during the course of the coming summer it will be completed, and then, at all events, we shall have communication between Prince Edward Island and the rest of the world, wanting only this ferry across the straits to be made perfect. Now, with reference, in the first place, to the whole service, it seems to be undoubtedly admitted by my hon. friend who introduced the subject and by the Committee of the Lower House who report the same thing without contradiction; and it appears to be the opinion of the Archbishop of Halifax and of the public generally, that the service cannot be carried on all days of the year by means of steamboats; that there is a certain period of the winter when communication across the straits by means of a steamer is an impossibility. That period seems to vary from 30 to 60 days. My hon. friend says 40 days. During that period, no matter how strong the boat may be, or how different from the *Northern Light* in construction, we could not expect to perform that service. What steamer could force her way through ice 10, 11 or 12 feet thick? It may be that the ice is not of so obstructive a character between Capes Tormentine and Traverse, and the service, as far as the steamer is concerned, has been performed with certain efficiency during the time that service could be performed, but there is a time that the steamer could not run, and the recommendation of the committee of the other branch of the Legislature refers more particularly to that period, and with reference to that period they recommend that certain steps should be taken; that the work should be taken out of the hands of contractors and of those boatmen who have no responsibility, and who do not take the ordinary precaution of putting provisions, compass or tools, or tent, or anything on board of the vessel—to take it out of the hands of such persons, and put it in the hands of the Government and hold them responsible for it. That was the first recommendation of the committee. As to the third recommendation, that boathouses be constructed on each side of the straits for protecting and repairing the boats, and for accommodating men, the Department has informed me that the moment the terminus was fixed on the mainland for the railway to Cape Tormentine, the boathouse would be built there, and I trust that the department will deal more vigorously and quickly in fulfilling the promises I now make for them through my mouth than has been done on former occasions. With reference to the service across, the Government have determined to take it out of the hands of the contractors and make it a government service. The memorandum which I have from the Department states that it is also proposed to transfer the winter boat service between the Capes Traverse and Tormentine from the Post Office Department to the Marine Department, and it will after this winter manage this service, and a steamer will probably be placed there to assist passengers and mails to cross between the board ice. An officer of the Marine Department will be directed to make observations as to what will be required to render the crossing at the capes efficient. Now, I think if that is done that the service, so far as it is possible under the physical conditions that exist, will be made as efficient as it can be made under those circumstances. In the first place while the boat can run, the "Northern Light," that seems to be a good fair boat for the service, and if not the "Northern Light," some other boat will do the duty. I hope my hon. friend will find in that some assurance on the part of the Government that we are disposed to do all in our power to carry out what we admit to be the pledge that was given to Prince Edward Island, and so far from there being any disposition on our part to treat it in a light spirit, we desire to treat it as we ought to treat it, with a sense of our duty to the country, and as we ought to treat it—as a very serious and important service to be executed to the best of our ability, and with such appliances as we can put there in order to carry out the spirit of the terms upon which the Island joined her fortunes to ours.

CONSUMPTION!

FRASER'S

Emulsion of Cod Liver Oil

is now looked upon by the leading Physicians of Prince County as

A STANDARD REMEDY

IN THE TREATMENT OF

COUGHS,
COLDS,
CONSUMPTION,
ASTHMA,
BRONCHITIS,
NERVOUS PROSTRATION,
SCROFULOUS AFFECTIONS

Wasting Diseases of Children, &c.

It contains 65 per cent. of Pure Cod Liver Oil, the taste and smell of which are so thoroughly disguised, that the youngest children not only take it readily, but look eagerly for more.

Cheaper than any other Emulsion made, only 80 cents per pint.

JAMES A. FRASER,

(Opposite Sinclair, Minto & Stewart's.)
Summerside, Jan. 7, 1885.

THE

North British & Mercantile

FIRE AND LIFE

INSURANCE COMP'Y.,

OF EDINBURGH AND LONDON.

ESTABLISHED IN 1809.

Subscribed Capital,	$9 733,432.00
Paid up Capital,	1,216,667.00

Transacts every description of Fire, Life, and Annuity Business on the most favorable terms.

FIRE DEPARTMENT.—Insurances may be effected at the lowest current rates.

Insurance upon Public and Private Buildings effected on especially favorable terms.

G. W. DeBLOIS,

General Agent for P. E. Island.
Office, No. 35 Water St., Charlottetown.
December 17, 1884. 1y

N. J. CAMPBELL,

AUCTIONEER AND COMMISSION MERCHANT,

WHOLESALE AND RETAIL DEALER IN

Groceries, Fruit and Seeds,

UPPER QUEEN STREET,

Charlottetown, - - P. E. Island.

Agent for P. E. Island for the Commercial Union (Fire) Assurance Company of London, England; the British Empire Life Assurance Company of London, England.

Correspondence and Consignments solicited. Returns promptly made.

oct 8—1y

DR. S. R. JENKINS,

PHYSICIAN & SURGEON.

Office at Residence of Dr. Jenkins,

PRINCE STREET.

Charlottetown, Jan. 28, 1885—1y