THE HERALD.

WEDNESDAY, JANUARY 31, 1883.

Encouragement of Home Industries.

"As we saw them at work, and learned that they can manufacture any design invented, or that may be invented, we concluded that when the people of this Island can purchase a better and cheaper article from this Company than they can import, it is their bounden duty to do so. It is time this mania for everything imported was frowned down. If we are true to our own interests our motto will always be, Encouragement to Island Manufactures."

The foregoing paragraph we clip from an article on the Charlottetown Pottery Works, which recently appeared in the columns of a city contemporary, whose editor professes to be, in principle, what we might with propriety designate an Ultra-Free Trader. We agree with every word of the quotation. The advice therein contained is sound and timely, but we are not a little surprised that it should emanate from the source it does. It is altogether inconsistent with our contemporary's antecedents on the Trade Question. It may be, however, that a new light has dawned upon his vision, and that the appearance of the article from which we quote will mark a new era in his mode of dealing with this most important question.

To give a wider application to the principle involved in the foregoing quotation, where would it land our contemporary? Fairly in the ranks of the great Liberal-Conservative party, whose policy is to "frown down this mania for everything imported," which their opponents are endeavoring to foster and encourage. It it be wrong in principle for this Island to import that which we can manufacture at home, would it not also be wrong, on the part of the Dominion, to do the same thing? "Encouragement to Island Manufactures" is certainly a motto which Islanders should inscribe upon their shield, and Encouragement to Dominion Manufactures should be the motto of every patriotic Canadian who has the interest of this great country at heart. We do not see how our contemporary can be a full-fledged Protectionist in small things, and an ardent Free Trader in those that are great, and at the same time preserve a character for political consistency. He opposes the party whose policy is building up the manufacturing industries of Canada, while he, at the same time, asserts in effect, that to import articles which can be manufactured in our own country, is a very unwise course to pursue. If the policy advocated by our contemporary could be carried into effect in this Province, to as great an extent as in other parts of Canada, our Island would be a busy hive of home industry, and the result would be highly beneficial to our people in various ways. We fail to see in what particular a policy, that would be calculated to benefit the country if carried out in this Province, would not also be proportionately advantageous if pursued in Ontario or Quebec.

Newfoundland.

This vast Island has long been one of our principal markets. Our people are, therefore, in an especial manner, interested in her welfare, commercial, political, or otherwise. Although within the British North America possessions, she has steadfastly refused to be allured within the bounds of the Dominion circle. Various causes have been adduced, depending for their cogency upon the particular side of politics presenting them. Sometimes it has been the success of the Fisheries; at other times it has been their failure; either reason has proved sufficient so far. At any rate, Newfoundland firmly resists any union with us; and, to demonstrate the strength of its own resources, has commenced the construction of a Railway. As was to be expected, this raised a storm. The Anti-Confederates, despite the assurance of the Government to the contrary, saw in this but a strand of the rope that would eventually be cast to Canada for relief. The Railway contract was let; the Government appealed to the people, and have been sustained by an immense majority; the former leader of the Opposition, Hon. J. G. Little, (a Charlottetonian, by the way), taking a seat in the Government.

Confederation, however, seems far off at present. The leader of the Government, Sir W. V. Whiteway, in his card to the electors, repudiated any intention of union with the Dominion. So long as prosperity reigns in Newfoundland, so long will it continue to be independent; let but a season or two of adversity prevail, and this magnificent Colony will be glad to seek shelter under the protecting arm of the great Dominion.

The principal export of Newfoundland depends upon the codfishery, which, in extent and value, vastly surpasses that of any other country. The average export of codfish from Newfoundland and Labrador, between the years 1871 and 1875, was 1,333,009 quintals, of 112 lbs. weight. During the same period, the average annual export of codfish from Canada was 785,425 quintals, and that of Norway 751,382 quintals. But the great banks yield vast quantities of codfish that form no part of the customs exports of Newfoundland. It is estimated that if the catch of the French and Americans was added to the island exports above mentioned, a total of 3,700,000 quintals would be reached. Allowing 45 fish to the quintal, the number of codfish captured in these waters would reach 150,000,000, and the value, at $4 per quintal, would be $14,800,000. By a statement issued by the Newfoundland Chamber of Commerce, we observe that the exports from that Island and Labrador, during the year ended 31st July, 1882, were valued at $8,228,291.65, against a value in the previous year of $7,458,496.

Our Civic Rulers in Council.

When writing upon Civic affairs a fortnight ago, we expressed the assurance that the citizens would exercise a wise discretion in the choice of Councillors at the ensuing elections. Last Wednesday, Messrs. Tanton, Ladner, Douse, Crabbe and Koughan, were duly returned, the three former being nominees of the "Civic Protection Association," a combination of citizens whose platform is "Retrenchment and Economy." It is generally well understood that this Association enjoys the sympathy of a majority of the members of the present City Council; and our citizens, by returning them to power, naturally look forward to the carrying out of extensive reforms. The new Board are determined to lose no time, and, accordingly, a special meeting has been called for Thursday evening next. But the anticipations of the citizens have received a rude shock. The special meeting is not convened with the object of reducing the rate of assessment for the current year, and thus allaying the fears of the people, nor yet to consider the best and speediest way of paying off the large overdraft of $15,000 at the Union Bank, and of providing means to meet current expenses; but, will it be believed, "to take into consideration the removal from office of the present City Surveyor, H. B. Smith, and the appointment of his successor, and also matters relating to the tenders for pumps and wells, and general business." And this is the first business that our Reform Board is called upon to transact. Was it not possible to wait until the regular meeting in February, at which it is customary to make the annual appointments? That offence has Mr. Smith been guilty of, that his removal from office must be the result of a special deliberation of the City Fathers? We have heard of none—rather, on all sides, we hear him well spoken of as a hard-working and faithful officer. We do not pose as his champion. We care not whether it be Smith, Brown, Jones or Robinson, or which officer of the Corporation may be intended to be removed, whoever is responsible for the issue of the notices, calling this special meeting, deserves little credit for his action.

Political Predictions.

Preparatory to the meeting of Parliament, some of the Opposition press are busy arranging the Government programme, and already a schedule of ministerial changes has been announced, of which the following are, perhaps, the most startling:—

Sir John Macdonald to resign the portfolio of the Interior, and to become President of the Privy Council.

Hon. D. L. Macpherson to take the portfolio of the Interior, in addition to the Speakership of the Senate.

Mr. Chapleau to resign, on account of ill health.

Sir Charles Tupper to resign, and enter the Canadian Pacific Syndicate.

Mr. Bowell and Mr. Caron to retire, and get Governorships.

Mr. Costigan or Mr. Carling to resign his portfolio, to make room for a French Canadian.

Messrs. Langevin, Pope and Campbell, to remain in the Cabinet until otherwise provided for.

We have already published Dr. Wiggins' weather predictions for the next two or three months, but unfortunately we have no space for Vennor's prognostications. It will be interesting, about the first of June, to look back and compare which party has come closest to the truth. For our part we incline to the support of the weather prophets.

The Elections in Manitoba.

The recent elections in Manitoba have resulted in the return, by a large majority, of the Liberal Conservatives. Every member of the Government was re-elected, which, at the least, is a significant fact. This is the result of the tremendous agitation, which, according to the Opposition press, was working Manitoba to the verge of rebellion. This is the great reaction that was so confidently predicted. The people have pronounced in favor of a Government which has brought the young Province to its present state of prosperity. Although strong excitement at first was rife, upon calm deliberation, wiser counsels prevailed, and the people have decided whom they consider their best friends.

Since his arrival in Halifax, Archbishop O'Brien has visited the Convent of the Sacred Heart, and the Academy of the Sisters of Charity at Mount St. Vincent, where he was cordially welcomed and entertained. In his reply to the Address of the Laity, His Grace thanked them for their warm words of congratulation, and trusted that the ties of love and pleasant companionship, which he had to break in going to Halifax, would be knit to new and more extended associations, and that the love which bound him to a parish would soon unite him to a diocese.

The names of Baron Wolseley and Earl Roseberry are mentioned as probable successors of the Marquis of Lorne, as Governor General of Canada.

The Irish National Exhibition.

The National Exhibition, which has been held for the last five months in Dublin, was formally closed on the 6th inst. by the Lord Mayor. The building was crowded to excess, and after the performance of an admirable concert, the Lord Mayor addressed the assemblage in a speech from which we make the following extract:—

"The first observation I have to make to-night must be to express my great pleasure at the vast assembly which has come here to grace the final scene of this most successful and instructive enterprise which we have undertaken (applause). It is in its close—as it has been in its progress, and as it shall prove through its effects—a wonderful lesson to the Irish people. What we want to acquire most; what is to be the basis of all industry; what is to be the hope of all success; what has to be cultivated most in this country—is a persistent, never-failing, never-yielding perseverance; and this scene to-night is the most convincing, the most pleasing, and the most decisive proof that we have ever had that such a quality is beginning to be rooted in the habits and conduct of the people of this country (applause). We commenced this Exhibition with an overflowing hall. The directors, my co-laborers, and myself came here to-night to close it in the same humble, modest, but at the same time hopeful spirit—without any exaggerated effort—and what do we find? We find to-night unabated, undiminished, but, on the contrary, immensely enhanced, a cordial, unanimous spirit displayed by this vast crowd spreading from the base to the roof, a spirit shared in by the people of Ireland in this our new and patriotic enterprise (applause). And now I must say that there is nothing we can possibly do, and there is nothing that the lovers of Ireland could possibly do—there is nothing, in fact, that we could conceive—to give more hope to our friends, and more consternation to our enemies, than this determined spirit which you have shown through this enterprise, which you crown to-night by this flowing bumper (applause). You have shown that we are not to be fooled, that we are not to be cajoled, that we are not to be intimidated (applause), but that the people of Ireland, having made up their minds to do a great work of regeneration, they will do it, and make it a success in spite of all opposition (applause). * * * * * Finally, may I say a word about our board? We are also told in Ireland, "You never can agree, for persons of different creeds and politics will fight, and there never can be harmony among you." How is it, then, that we, the board of this Exhibition, have agreed, though we have men on it of various politics and most creeds? We have on the board Conservatives and Liberals; we have Presbyterians and Roman Catholics, members of the Society of Friends—in fact, men of divers persuasions and political convictions. Yet, we have met time after time for several months, and we know of no quarrel and no dissension in the common work we all had in view, of laboring for the prosperity and the good of Ireland (applause). It appears to me that all this solves the problem of the future of Ireland, and that this Exhibition had a large share in that great work. In conclusion, I say to all that we have heard from this platform a song and sentiment which seemed to move the audience *en masse*, and frequently many of them sprang to their feet in the enthusiasm evoked by the burthen of the song—which ought to be the burthen of the song of every man and woman having at heart the good of this country—namely, "God Save Ireland" (loud and continued cheers). Now, it is easy to say "God Save Ireland," but it is not easy to save Ireland. It is not easy to forget that a great authority said, "God helps those who help themselves," and God will never help Ireland to be saved unless Ireland will help herself to be saved. We are not here now to preach a moral lesson; that is for another temple, and it is not my province to preach such a lesson. We are here now in a material temple of a commercial kind. We wish to save Ireland materially, and we leave it to those whose higher domain is to save Ireland spiritually. But I will say to every man, woman and child in this assembly, if you really wish to save Ireland you will not do it by merely singing hallelujahs, and standing up here and cheering for your native land. You have the saving of Ireland in your own hands. Will you work for Ireland?—will you be industrious for Ireland?—will you be sober for Ireland?—will you be persevering for Ireland?—will you yourself really do all you can in the spirit of thrift and self-reliance for that end? If you do, each one can, in his own way, help the good work, earnestly, persistently, and progressively, and by devoting yourselves to habits of thrift and sobriety, in saving this land which we all love (loud cheers).

The Diamond Bookstore.

A little over seven years ago, a stationery business, in a small way, was opened on Great George Street, in what is known as the "Broadway Block," by Mr. Theo. L. Chappelle, who, for some years previously, had been in the employ of Mr. Harvie, Bookseller. After a few months, trade warranted a removal to premises slightly larger, on the north side of Queen Square, which after a time were enlarged, and the business of Express Agent for the Intercolonial Co. was combined with that of General Book and News Store. This department, which, at first, was very small, has grown to extensive proportions, and, so far has success attended Mr. Chappelle's careful attention to business, that he inaugurated the New Year by a removal to Monaghan's new brick block, on the eastern side of Queen Square. His new establishment is commodious and well lighted, and is one of the handsomest stores in the Lower Provinces. The stock, at present considerable, will be largely augmented by spring importations. Overhead, there are four large, airy, and excellently-arranged Sample Rooms, for the accommodation of commercial travellers. Mr. Chappelle is also Agent for the Mutual Provident Association (Life) of Canada. We wish our enterprising friend of the "Diamond Bookstore" continued success. (See advertisement next week).

The Markets.

Our latest Boston advices are of the 27th inst., and report Pork firm and in steady demand at $16.50 to $17.00 for Prime, $19 to $20.00 for Mess, and $20.50 to $22.00 for Clear and Extra Clear.

Beef is quoted at $10 to $13.50 for Mess and Extra Mess; $14.50 to $16 for Family.

Lard in demand, 11½ to 12c. per lb. for City and Western.

Butter in moderate demand, prices steady, varying from 17 to 38 cents per lb., according to quality.

Cheese is firm and in steady demand, with prices from 6 to 14 cents per lb., according to quality.

Eggs, 33 cents per dozen for fresh Eastern; 31 to 32 cents for New York and Vermont; 30 to 31 cents for P. E. Island and Nova Scotia; 26 to 28 cents for Western.

The demand for potatoes is steady, and market firm. Eastern Rose 90 to 95 cents per bushel; Northern Rose and Prolifics, 80 to 90 cents; Peerless and Brooks, 75 to 80 cents; Chenangoes, 70 to 75 cents.

Judge Alley's Lecture.

P. E. ISLAND ONE HUNDRED YEARS AGO.

The Hall of the Young Men's Christian Association was well filled, on Monday evening last, to listen to Judge Alley's lecture upon "Prince Edward Island one hundred years ago." The learned Judge has made the early settlement and history of this Province his careful study for some years, and has devoted much time and labor in the search for facts and information, which are extremely difficult to arrive at.

The lecturer commenced with an account of the surrender of the Island to the British, and its first settlement, the appointment of its first Governor, Walter Patterson, and the meeting of the first Legislature in 1773. The affairs of state after a while pressed so heavily upon the Governor-in-Chief, at least so we are bound to presume, that it was found necessary to provide an assistant, and accordingly, Thomas DesBrisay, a Colonel in the Royal Artillery, was appointed Lieutenant Governor. The lecturer here read a very interesting letter of sound instructions and good advice that Governor DesBrisay received at the time of his appointment, in 1769, from his father, Captain Theophilus DesBrisay. In 1764, the Island was surveyed by Captain Samuel Holland, into sixty-seven townships, which were granted by lottery, in 1767, to various persons upon certain conditions. It is a well known matter of history, that these conditions were, in the vast majority of instances, never fulfilled, and hence arose the famous land question of the Colony, with all its consequent agitation, now happily removed for ever. But there were a few proprietors who honorably sought to settle the lands, as required of them, and of these he mentioned Robert Clarke, a Quaker, the owner of Lots 49 and 21, and Mr. Campbell, owner of a part of Lot 20. These gentlemen constituted the firm of Clarke & Campbell, who did a large business in New London, and subsequently in Charlottetown. In 1773, they sent out a number of settlers, they imported large stocks of goods, established an extensive lumber business, and also brought a number of cows, sheep and horses to the Island. The Normandy breed of horses was introduced by them—they were small in size, but extremely hardy, and it is said that it was possible to take one of them off the grass, ride him thirty or forty miles, fording creeks and rivers, without feeding, turn him loose on the grass, and ride him back again the next day. It was Clarke who gave to the district of New London its name, after his native city, and the place of their business they called Elizabeth Town, of which there is now scarcely any trace, with the exception of the old grave-yard in Sims' farm. Benjamin Chappelle, the first Postmaster of the Island, and great-grandfather of our friend of the Diamond Bookstore, was in the employ of this firm. He was a man of earnest piety, and deeply interested in the cause of religion, and was also (which the learned lecturer forgot to relate), an intimate friend and correspondent of the celebrated John Wesley. Ministers of religion at this time were scarce, and Mr. Chappelle often assumed the role of a preacher. A spot is still pointed out at New London Harbor, which served as his pulpit, and which is known to this day as Chappelle's chair. Mr. Chappelle, as was greatly the custom in those days, kept a diary, in which not only important events, but even trivial circumstances, were entered in minute detail. From it is learned that there were in Clark & Campbell's employ, in 1775, 69 men, who, with their families, numbered in all 129. Among their names are to be found those of Adams, Anderson, Cole, Coffin, Stagman and Warren, whose descendants are settled in many parts of the Island. This enterprising firm continued their business, in which they had invested £20,000 stg., until the American Revolution broke out, which almost put a stop to their operations, and finally was the cause of their ruin. Their vessels were exposed to capture by American privateers, who infested the coast, by one of which Malpeque was plundered in June, 1778. The utmost destitution prevailed among the settlers; and Clarke's stores were the only available supplies upon which, not only the poorer classes, but the officers of Government as well, were dependent for sustenance. In 1775, the Governor and most of the proprietors left the Island, some to serve in the war, others to seek relief from the prevailing distress. It was at this time that the Attorney General, Phillips Callbeck, (the grandfather of the present Sheriff of Queen's County), and Thomas Wright, the President of the Council, (the grandfather of Messrs. George and Benjamin Wright, of the Mills,) were carried off by an American privateer. The story of their capture, and subsequent release by order of General Washington, who apologized to them, and severely censured the commander, is related in Campbell's History of the Island. In 1774, Clarke proposed to establish a business in Lot 49, but was dissuaded by the Governor, who advised him to start in Charlottetown, which he did, an enterprise which, although most beneficial to the Colony, proved immensely disastrous to himself. Clarke at length failed in business, and his property on Lot 49 was seized and sold for non-payment of quit rents, in 1781, by order of the Governor and Council, notwithstanding the fact that the officers of the Government were, at the same time, indebted to him upwards of £1500 stg., and that, up to the commencement of the war, he had always made prompt payment. The property was bought by the Governor; and though, after the institution of costly legal proceedings, it was restored, and the Governor and Council dismissed, Clarke was a ruined man. The name of the Lord Chief Baron Montgomery (great-grandfather of Mr. James F. Montgomery), and Capt. John Macdonald (grandfather of John Archibald Macdonald, Esq., of Tracadie, and of John A. MacDonell, Esq., of Charlottetown), were also mentioned as proprietors who took an active interest in settling the Island. In 1770, Mr. Macdonald sent out a number of emigrants, under the care of Messrs. Higgins and Lawson, whose names are familiar as "household words." These settlers he had to maintain for several years, bringing vessel-loads of provisions from New York and Quebec for that purpose, as well as supplying them with stock. He was famed far and wide for true Highland hospitality, and his house resembled more an inn than a private dwelling. Not only was his hospitality dispensed, but actual relief afforded, even to the officers of the Government, who were forced of necessity to become dependent upon his bounty; and the first Chief Justice of the Island, Duport, when old and infirm, was supplied with food, during the last winter of his life, by this generous-hearted Highlander. Mr. Macdonald also brought out from Scotland a Doctor, and a Priest, the Rev. James Macdonald, and to this fact may be attributed the retention, upon the Island, of so large a number of Acadians, who were exceedingly expert in building operations. Upon the breaking out of the American war, an officer arrived to notify Mr. Macdonald that he had been appointed to organize the Highlanders, and lead them forth in the King's service. He nobly responded to the call of duty, and served with distinction as Captain of the 84th Regiment. His brother Donald, who was a Lieutenant in the 100th Regiment, was killed in the Revolutionary war in 1781. In these early days travelling was not unattended with danger. There were no high roads, but simply bridle-paths, or Indian trails; and the traveller had to trust largely to his pocket compass. A newspaper, *The Miscellany of the Island of St. John*, was published as early as the year 1790, and a news item in one of the issues of 1792, details in ponderous language, and at great length, the perils of a journey made by Major Robert Gray (father of Col. Gray) and others, from Charlottetown to Murray Harbor. It is described as having been accomplished after the greatest fatigue and in imminent danger of their lives, which were several times threatened with instant destruction; that it was miraculous that no one of the party perished, and that the hand of Providence was conspicuous in their preservation. More expressive language could not be employed at the present day to portray the dangers of an arctic expedition, than was used ninety years ago to recount the difficulties of what is now a few hours drive. According to Mr. Alexander Anderson, the surveyor, as late as the year 1810 there was no house between Bedeque and Charlottetown, with the exception of a log house at North River, which had been built by the Government for the accommodation of travellers. Journeys were frequently made around the shores and sea-coasts. John Baker (father of John F. Baker, formerly of Summerside,) came from Bedeque all the way around the shore to Charlottetown, swimming rivers and wading creeks, for a bottle of medicine. In 1786 a party were returning to Bedeque upon the ice; when crossing Seven Mile Bay, Richard Robins (great-grandfather of Mr. John Robins, formerly Manager of the Savings Bank,) became exhausted, and upon relief being procured, was found frozen to death. In their great extremities at times for food, the people were compelled to travel long distances; and if, by some mishap, their tinder got damp, would have to walk for miles to the nearest neighbor to obtain a brand to light their fire—no lucifer matches in those days. The first settlers at Malpeque arrived there in 1770, having been wrecked upon the coast. Among them was Chief Justice Stewart (grandfather of Theophilus Stewart, Esq.) They suffered great distress, and would have starved had it not been for the assistance received from the French inhabitants; they were forced to send to St. Peter's and the North Cape for supplies. The learned lecturer vividly pictured the toils and hardships of the early settlers, such as we, and especially the younger generation, have but faint, if any, conception of. He described the settler's hut, and how it was built, even to the door, and the hinges, the window, the sanded floor, the chimney and its construction, and the out-door ovens, which are still used among the French Acadians. He also spoke of the dress of the people—the clothing made entirely by themselves—nothing but homespun and linen being worn. The thickening frolics, which are still in fashion, were also described; the shoes were either wooden clogs or moccasins made from leather or the hide of the sea-cow; the candles were made from a green tallow extracted from the stem of the sweet fern, and which gave a greenish light, and sometimes light was dependent upon pitch-pine or pine knots. There were no mills, but wheat was ground in querns or handmills, and upon the settlement of the Loyalists in the Island, among the stores which were sent, was one quern for each settlement. Barley was pearled in a machine resembling a pestle and mortar. There were neither oatmeal cakes nor porridge—oatmeal was not known until 1820, and had to be sifted by hand. Tea cost from eight to ten shillings a pound, and was considered a great luxury. Sugar was cheap and in abundance, being largely produced from the maple. Fish abounded in the streams, and the forest teemed with game. It was well that it was so. The horses, which have already been referred to, were small, with heavy manes and tails, easy to keep and of great endurance, and are said to have run out all winter. The tackling used was of straw and rushes; the traces of sea-cow hide. Oxen were more employed than horses for farming and lumbering. The ploughs were one-handled, with iron shear and coulter, but wooden mould-board. It was not until 1810 that two-handled and metal ploughs were introduced. The first threshing machine, to be worked by four horses, was imported from England in 1828, by the late James McCallum, Brackley Point Road. The first reaping machine was imported by the Agricultural Society in 1830. Wagons and gigs were unknown, and the cartwheels were cut from circular blocks of wood. The cattle were small and inferior. The bears were very numerous, and the lecturer related some amusing stories of encounters between them and the settlers, at the same time remarking that he did not vouch for their truth. The other wild animals were the loupcervier, fox, otter, mink and marten. The walruses, or sea-cows, at one time were very numerous, but abandoned their visits many years ago. They had several favorite places of resort, and their tracks through the forest were discernible not long since. When full grown, one of these animals would weigh upwards of 4,000 lbs.—their vision was limited to a range of twenty yards, but their senses of smelling and hearing were wonderfully acute. The sea-cow fishery, as it was called, was an enterprise of great importance—the oil obtained was the most valuable of any that could be procured; the skin was useful, and the tusks made as fine ivory as that of the elephant. Harbor seals were abundant, and formed a considerable fishery.

Until the close of the Revolutionary war, the inhabitants of Charlottetown consisted chiefly of Government officials and troops, then the Loyalists arrived. The Imperial Government had granted £3,000 stg. for the erection of a Church, Courthouse and Jail, which amount was, however, diverted towards payment of the salary of the Governor and some of the officials. Richardson's tavern served the joint purposes of a House of Worship, Courts of Law, and Halls of Legislation, and the proprietor, Alexander Richardson, acted as Clerk, Sergeant-at-Arms, and Door-keeper, and, we have no doubt, Bartender, as well. Before this temple of justice stood the town bell, which rang to notify of public meetings, and at which all sales were held. There were also the stocks, a terror to evil-doers, and in those good old times, offenders were made to work in gangs on the streets, instead of comfortably smoking their pipes in jail, concocting new schemes of mischief. The Rev. Theophilus DesBrisay was the first Protestant clergyman that landed on the Island. He was a son of the Lieut.-Governor, and arrived about 1775. He lived in Covehead, where he was more retired and happy, preferring it to Charlottetown, which he considered too wicked. The Rev. James Macdonald, the Priest, lived and died in Tracadie. Another prominent character of those days was the Abbe de Calonne, who resided at the Warren Farm. This tract of land had been reserved for military purposes, but was granted by Governor Patterson to a person, who reconveyed it to the Governor. Patterson resided there, and spent some £8,000 in the improvement of the place. The grant, however, was set aside, and the ownership resumed by the Crown in 1801. Governor Fanning leased it to M. de Calonne, who had been Minister of Finance in France, under Louis XVI., and was, at that time, an exile living in England, at an annual rent of £16 stg., which was to be devoted to the maintenance of an English school in Charlottetown. De Calonne abandoned the farm, but his brother, the Abbe, remained. Subsequently, Gov. Fanning came in possession of it, and, through his daughter, who married Capt. Cumberland, it passed into its present ownership. Matter for newspapers was scarce at that time, and a peculiar feature was the style of the marriage notices, in which the amiability, beauty and grace of the fair bride were invariably declared. They had their grievances then, too, about communication with the mainland. There was none of any kind during the close of navigation, and the trip from England to Halifax took from six to eight weeks to accomplish. Then, until 1802, there was no separate mail-bag for the Island, and letters were delivered at Halifax to any Islander who would undertake to bring them over. The lecturer told several amusing anecdotes of Mr. Chappelle, the first Postmaster, an eccentric but worthy man. Habits of drinking were almost universal, and it was as usual to ask a visitor to have a drink as to take a chair. Rum was plenty and cheap. The climate was not subject to such variations of temperature as at present, and the people lived to a greater age. They breathed and existed in a purer atmosphere than we do now. There were no close stoves and smothering rooms, but large, cheerful fireplaces, and ample means of ventilation was afforded through the chinks in the walls and the roof. The learned Judge referred to the comfort and abundance enjoyed by the majority of the people of the Province. He counselled the young men to stay at home and develop the resources of the Island, rather than seek their fortune abroad, where they had to work hard, often to return light in pocket, and broken in health. He praised our fertile soil, healthy climate and pure water, and concluded by reading some beautiful and appropriate verses addressed to the Hon. Joseph Pope by his brother, Mr. William Pope, upon Prince Edward Island. At the close, Judge Alley was tendered the thanks of the audience for his interesting Lecture.

Two Alarms of Fire.

An alarm of fire was rung out for Ward 3, shortly before one o'clock on Saturday morning last, and proved to be a double-tenement house on Grafton Street, nearly opposite the Police Station, occupied by Mr. Thomas Murphy and Mr. James Dalton. It is supposed to have originated from a defective flue, and spread so rapidly that some of the occupants were forced to make their escape in their night clothes. The building was not entirely destroyed, though badly damaged. The furniture was also much injured. The Fire Engines and Hook and Ladder Co. got to work very quickly, and did excellent service.

On Sunday morning, about three o'clock, the fire bell again pealed forth, this time for a blaze in King Street West, which turned out to be an old, unoccupied log house on the corner of the Barrack lane. It burned fiercely, and was torn down by the Hook and Ladder Co. Unfortunately, the fire communicated to a two-storey double-tenement house adjoining, owned by Mr. James Barret, block-maker, and occupied by Messrs. G. H. Foster, blacksmith, Daniel Wright, rigger, and a Mr. Bourke. This house burned very rapidly, and gave a great deal of trouble to the firemen before the flames were brought under control. Within four minutes after the alarm, "Silsby" Engine, under Capt. Hickey, took her position at McEachern's Tank, Queen St., and in less than ten minutes was throwing an effective stream. "Rollo" Steam Engine was not so fortunate, having to procure her supply of water from the river, and the ice being very thick delayed her considerably. The log house was uninsured. The other building, which was much damaged, both by fire and water, was insured for $800. The furniture of the occupants was saved to some extent, but they must have suffered considerable loss. There is no doubt that the fire was of incendiary origin, and had it not been for the large amount of snow on the roofs of the adjoining buildings, which materially assisted in checking the spread of the flames, the consequences would have been serious. It is reported that the fire was observed fully an hour before the alarm was given. During the present month we have had three alarms of fire, one-half the whole number of last year. No steps have yet been taken, so far as we are aware, to re-organize the Salvage Corps.

CORRESPONDENCE.

Winter Communication—Terms of Union.

"Is it unreasonable and silly?" for the people of Prince Edward Island to ask for the literal fulfilment of the Terms of Union.

To the Editor of the Herald:

Sir,—By the report of the meeting held at Cape Traverse, which appeared in the Examiner of the 19th inst., Mr. L. H. Davies, M. P., is reported to have said: "The Terms (of Union) must be carried out, and experience had shown that if they are to be carried out, our protests against the inaction of the Government must be made with no uncertain sound. A strong expression of public opinion is required * * * * we ask no favors, the improvements required are ours by right, and we ought not to be mealy-mouthed in demanding them." With these sentiments I am sure the people, generally, fully and heartily agree, containing, as they do, sound "sense" and good advice, but no sooner was this uttered, than the speaker immediately qualified, or rather repudiated it, in the following words:—

"To say that the terms must be literally carried out would be unreasonable and silly, they must be construed in a reasonable sense, and our demands upon the Government must be reasonable demands."

Is it possible that the above has been correctly reported? Surely, if the Terms *must* be carried out, it must be done *literally* or not at all. Every treaty, contract or bargain, if carried out at all, must be done *literally*. If it is the intention of our Dominion representatives to abandon our just rights in demanding the *literal* fulfilment of the Terms of Union, as is indicated by their speeches at Cape Traverse, by all means let them say so plainly, and let the people know the worst. Are we to understand that this Island was coaxed and persuaded to enter into Confederation, upon certain terms and conditions which were not intended to be *literally* carried out? Admit this, and we must conclude that the men who made such terms, with such an understanding, are deceivers and traitors of the deepest dye. But even if these men are prepared to tell the people of this Island that, when they negotiated the terms, they understood *then* that they were not to be *literally* carried out, it will not invalidate our claim. The people accepted the terms in good faith, and had every reason to believe that they were made in good faith, and were intended to be *literally* fulfilled.

If a *literal* fulfilment of the terms is "unreasonable and silly," how can they be carried out in any other way? Suppose we adopt Mr. Davies' advice, as I understand it, and abandon our claim for the literal fulfilment of the Terms of Union, and make only such demands as some are prepared to advocate, who, I ask, is to decide what shall be reasonable? Will that question be left to the people of this Island? Not at all. The Dominion Government, supported by a majority of Parliament, will be the only body to decide that question for us; and we may as well understand at once what that decision will be. I venture to predict that it will be nothing more than building the branch railway to Cape Traverse, in lieu of the *Northern Light*, which will be withdrawn from the service, and which, virtually, is done already. We know how the terms have been carried out in the past by the present Government; what right have we to expect anything better in the future from them, unless we, as a Province, adopt the same means as British Columbia did to compel them? Need we expect better treatment from the present Opposition should they come into power? The following sentence from the late leader, Mr. Mackenzie's, speech fully answers that question: "I think we have done very well by the Island, and we have carried out the Terms of Union to the utmost possible extent."

It must be evident that if we abandon our claim to the literal fulfilment of the Terms of Union, we need expect little or nothing instead. It will be exactly like the equivalent that was promised to Belfast and Murray Harbor in lieu of the railroad. An equivalent for the representatives, instead of for the people.

By the literal fulfilment of the Terms of Union with British Columbia, at a cost of over one hundred million dollars, forced from the Dominion Government, together with the nonfulfilment of the Terms of Union with this Province, thousands of our able-bodied young men are leaving this Island for the Northwest, which would not be the case if our Terms of Union had been carried out in good faith in regard to our inter-communication with the Mainland, as agreed upon in the following words: "efficient steam service for the conveyance of mails and passengers, to be established and maintained between the Island and the mainland of the Dominion, winter and summer, thus placing the Island in continuous communication with the Intercolonial Railway and the Railway system of the Dominion."

I am, your obedient servant,

Samuel Prowse.

Murray Harbor, Jan. 24, 1883.

A severe storm raged on the coast of the British Islands last week. A number of vessels, in port in Liverpool, were badly damaged, and houses were blown down in Limerick, and vessels in the harbor much injured.

A terrific explosion took place last week, in the mixing and packing houses of the Giant Powder Works, Point Clement, near West Berkley, California. Over 40 persons were killed. Loss estimated at $100,000.

MARRIED.

At the residence of the bride's parents, on the 17th January, by the Rev. W. P. Archibald, M. A., George Arthur, of Dundas, to Mary, daughter of Henry Robertson, Esq., Cavendish.

DIED.

At her residence, Peake's Station, on Monday, the 15th inst., after an illness of three months, which she bore with Christian resignation to the divine will, Mary, the beloved wife of Maurice Keneffe, at the advanced age of 78. Deceased was a native of the County Tipperary, Ireland, and immigrated to this country in the year 1825. She was well and favorably known to a great portion of the travelling public, being one of the first settlers on the road between Mount Stewart and Georgetown. Her door was ever open to the weary traveller, and her hospitality will be long remembered by her numerous acquaintances. May she rest in peace. [Newfoundland and American papers please copy.]

At Charlottetown, on January 28th, of croup, Helena, daughter of Joseph and Margaret Stentiford, aged five years and four months.

At Springton, Strathalbyn, on Jan. 27th, Mary MacDonald, relict of the late Donald MacInnis, of that place, aged 88 years. Deceased was a native of the Isle of Skye, and immigrated to this Island in the year 1841, she was highly esteemed in the community for her exemplary and deep-toned piety and large-hearted benevolence in every cause tending to promote the happiness of her neighbors. Her end was peace.

At her residence, Lot 48, on Dec. 22, 1882, Mary, relict of the late Gregory Pippy, aged 83 years. Her end was peace.

At Rosebank, N. R., on the 4th inst., Timothy Annand, son of N. J. and Hannah Gillis, aged 3 years and two months.

At Goose Creek, West River, on the 22nd Jan. of consumption, William Alexander Lane, in the 27th year of his age, much respected by his friends and acquaintances.

MARKET PRICES.

Charlottetown, Jan. 30, 1883.

Beef (small) ℔ lb	5 to 12
Beef (quarter) ℔ lb	4 to 9
Mutton, ℔ lb	5 to 9
Lamb, ℔ lb	4½ to 8
Pork (carcass) ℔ lb	8 to 8
Pork, small	10 to 12
Turkeys	70 to 1 25
Geese	60 to 70
Ducks	30 to 40
Fowls	30 to 35
Chickens, ℔ pair	30 to 50
Butter, fresh	23 to 25
Butter, tub	22 to 23
Eggs, ℔ doz	35 to 30
Flour, ℔ 100 lb	5.00 to 5.25
Oatmeal, ℔ 100 lb	5.00 to 5.25
Oats, ℔ bush., black	37 to 38
Oats, ℔ bush., white	34 to 40
Hay, ℔ 100 lb	50 to 55
Potatoes, ℔ bush., white	25
Potatoes, ℔ bush., blues	25 to 30
Turnips, ℔ bush	14 to 20
Sheepskins	60 to 80

George Lewis, Market Clerk.