THE HERALD.

WEDNESDAY, JANUARY 24, 1883.

Monday Night's Meeting.

THE meeting held in the Market Hall, on Monday evening last, was called to consider one of the most important questions that can now engage our attention—Communication with the Mainland—and from the tone of the meeting, it would appear as if our people are at length becoming alive to the importance of the subject. It is high time that they did so. They have already slept upon their rights for too long a period, and now that they appear to have been roused to a sense of the duty resting upon them, we trust that they will not lose sight of the main point at issue until they shall have secured for the Province such a measure of improvement in our means of communication with the mainland, as will afford every facility for the conveyance of mails, and for the rapid transit of passenger and freight traffic. While insisting on the fulfilment of the terms of Union, in regard to Winter Communication, we are pleased to observe that the necessity which exists for increasing the efficiency of our Summer Steam Service is not lost sight of. The improvement of our communication with the mainland, during the season of navigation, is no less necessary to the development of our resources, and the consequent prosperity of our country, than that of superseding the *Northern Light* by better means of overcoming the difficulties of the winter navigation of the Straits. Both questions go hand in hand, and when the one is under consideration the other should not be left in the background. We are glad to see that this was the case on Monday night. All the speakers, as also the audience, were of one mind on this vital point. They gave utterance to no uncertain sound in regard to this matter—the expression of opinion was singularly unanimous. While no blame was attached to the Steam Navigation Company, for the existing unsatisfactory state of our Summer Steam Service, it was contended by all that their steamers are entirely inadequate to the requirements of either our present or prospective traffic.

In presenting our claims for improved communication with the outside world, the old Capes Route—that route to which we are compelled to have recourse for a certain period of the year, when all other means of communication fail—comes in for its proper share of attention. While crossing at the "Capes" will continue to be hazardous, at least for some years to come, there is no question but that a good deal can be done to ensure the comfort, safety and convenience of midwinter travellers. It frequently happens that the drive to and from Capes Traverse and Tormentine is more to be dreaded than crossing the Straits. But this part of the journey will be shorn of its terrors by the construction of the proposed branch railways on both sides, which cannot be much longer delayed, and we feel assured that another season will not be permitted to pass before boat houses and water boats will be provided. These are indispensable for the comfort and safety of passengers, and it is a reproach to all concerned that they were not provided long ere this. If one or two of the leading members of the Dominion Government could be induced to pay this Province a visit at some such time as the present, the state of affairs which now obtains in connection with the Capes Route would, we venture to say, soon give way to a greatly improved order of things.

Our demands for reform must be within the bounds of reason, and such as are practicable. We must not allow ourselves to be carried away by schemes which are, at present, financial impossibilities. We must seek for that which is practical, and within our reach, and leave schemes involving very great expenditure for future consideration. To supply our immediate wants, we require boats, in every way adapted to the necessities of the passenger and freight traffic, to ply daily between Summerside and Point DuChene, and Charlottetown and Pictou, from about the 1st of May till Christmas in each year; we want daily steam communication between some point in King's County and the Mainland during the season of navigation, and we want other and vastly better means of winter communication than that afforded by the *Northern Light*. In addition to all this, we require the improvements above referred to at the "Capes." These demands are reasonable, and a ready compliance with them is necessary to our very existence, if we are to advance as rapidly as we should in the path of progress and prosperity.

Civic Elections.

THE elections to-day resulted as follows:—

WARD 1.

Koughan	99
Ball	42

WARD 2.

Douse	109
McDonald	62

WARD 3.

Crabbe	97
Campbell	91

WARD 4.

Ladner	162
Chappelle	122

WARD 5.

Tanton	212
McLean	162

Communication with the Mainland.

REPORTS OF COUNTY MEETINGS.

Two large and important meetings upon this subject have recently been held. The first at Cape Traverse, on the 16th inst., was numerously attended, and was, in every respect, a representative gathering of the intelligent electors of that district. Speeches were delivered by Senator Howlan, Messrs. Davies, Jenkins, Brecken, Jas. Yeo and Wm. Campbell. Resolutions were passed calling for the immediate construction of the Cape Traverse Branch Railway, and urging the necessity of placing a small powerful steamboat on the Capes route, to act in conjunction with the ice boats now in use, so that a regular daily mail may be effected.

The meeting in the Market Hall, on Monday night, was fairly attended. Sheriff Callbeck presided, and opened the meeting with a few well-chosen remarks upon the question which they had been called together to discuss, dwelling upon the necessity of more frequent communication, and the separation of the carriage of mails and freight.

The first resolution was moved by Mr. Alexander McKinnon, Esdale Foundry, seconded by Mr. Philip Large, Carriage Builder, as follows:—

Whereas, It is indispensable to the furtherance of the best interests of this Province, that our communication with the Mainland should be made as perfect as possible.

And Whereas, The terms on which we became confederated with the Dominion, expressly provide that "efficient steam service for the conveyance of mails and passengers be established and maintained between the Island and the Mainland, Winter and Summer, thus placing the Island in continuous communication with the Intercolonial Railway and the Railway system of the Dominion."

And Whereas, The above terms have not been carried out.

And Whereas, Our Steam Communication with the Mainland is altogether insufficient for the necessities of our trade and commerce.

And Whereas, The people of this Province feel that the efforts hitherto made by the Dominion Government have been totally inadequate to our requirements, and not such as our rights under the terms of union warrant us to expect.

Resolved, therefore, That this meeting urge upon our Representatives in Parliament the necessity of continued and energetic remonstrance against the apparent indifference and neglect with which our constitutional rights and interests relative to this question have been treated.

Mr. McKinnon, in speaking of the summer communication, said that we should have daily connection with the mainland. The present boats are not sufficient for the service, and before a new contract is entered into, it should be stipulated that the boats to be put on the route should be such as would stand the fall weather, and cut their way through the ice until they are frozen fast in the harbor. On the question of winter service, he said the Dominion Government are pledged to steam communication, and should not be satisfied with the one attempt which they have made. Our people should demand the fulfilment of the terms of Confederation. We should not dictate to the Government, because we, ourselves, do not agree as to the proper mode. A Tunnel would not be impossible, still it might be impracticable. If the Cape Traverse branch were built, and a steamer put on at the Capes, he would be satisfied. He did not believe that the Straits could be navigated every day, but let the government do the best they can.

Mr. McKinnon also brought before the meeting the question of Telegraph monopoly which exists on this Island, and cited, as an instance of the disadvantages under which we labor, the fact that a telegram can be sent from Pictou to Winnipeg, thousands of miles distant, for 25 cents, whereas from Charlottetown to Pictou, a distance of 50 miles, it costs 75 cents for the same number of words. He trusted that our representatives would exert themselves to have this monopoly removed, even if the government had to buy it out.

Mr. Archibald MacNeill supported the resolution. He said the *Northern Light* was by no means a failure, as it had demonstrated the feasibility of the winter navigation of the Straits. The trade of the country requires boats to convey our products to the markets. Our exports last season were unusually large, especially to the other Provinces. He here quoted the following figures, prepared by Mr. Lydiard, Customs Broker, of the exports from the port of Charlottetown (comprising Queen's and King's Counties only) last season:—

Of oats, to Nova Scotia, 420,653 bushels, include shipments from Prince County, say one-third of this quantity, would make a total of 560,870 bushels; to New Brunswick, 10,000 bushels. Of potatoes, to New Brunswick, say 120,000 bushels, to Nova Scotia, 320,400 bushels. The value of our exports for Queen's and King's Counties in meats, in 1882, was $62,300; in canned meats, $78,753; in canned lobsters, $408,978; in eggs, $101,407; and these returns were from Queen's and King's Counties *only*. The enormous increase in exports renders daily trips in summer an absolute necessity. To show that the communication with Pictou last summer was very inconvenient, he instanced the case of the Provincial Exhibition last fall, which was held on Wednesday and Thursday; there was no boat from Pictou on Tuesday, and none going there on Friday, so that any person desiring to come from Nova Scotia to attend our Exhibition required to leave home on Monday morning, and was unable to return until Saturday night. The reputation of our Island for its stock, and the fact that it had taken prizes at Montreal, St. John and Halifax, from even the celebrated Senator Cochran himself, combined to attract a large number of visitors from the Mainland to our Exhibition, but the means of bringing them here was inadequate. During the three or four weeks last fall when the *Northern Light* ran, a large and powerful steamer on the same route could have carried off our surplus produce.

The following resolution, which was moved by Mr. Henry Coombs, seconded by Henry Beer, Esq., M. H. A., was carried unanimously:

Resolved, That in the opinion of this meeting, two new and efficient steamers, of sufficient capacity for mails, passengers and freight, should be placed on the route between Summerside and Shediac, and Charlottetown and Pictou, for summer and fall communication with the Mainland; and also

Resolved, That a more powerful screw steamer of greater capacity, and more suitable construction than the *Northern Light*, be placed on the route between Georgetown and Pictou, for the late fall, winter and spring communication.

Mr. Coombs said that Prince Edward Island had not received the consideration for which she bartered her independence. When the contract was let to the Steam Navigation Company, the boats were sufficient for the trade, but when upon entering the Confederation, we stipulated for efficient steam communication, we bargained for something better than we then possessed. The truth is, we have never said precisely what we want. We should have a daily boat to Pictou, and two boats on the Summerside and Shediac route, for at least a part of the season. Efficient service for mails and passengers means better accommodation than that afforded by an ordinary freight boat. If it cannot be procured with the present subsidy, give a larger grant. We should agitate. The *Northern Light* is only an experiment; she is too small, and we must have a larger and better boat. We want a Railway to the Capes with the least possible delay—a steamer to run across to Cape Tormentine, so constructed as to carry loaded cars, similar to what he had seen in New York ten years ago. We want the smallest amount of water carriage possible.

Mr. Archibald McNeill then moved the following resolution, which, being seconded by Mr. S. G. Lawson, was adopted:

Whereas, This meeting is in accord with the unanimous expression of opinion given at the large and influential meeting held at Cape Traverse on the 16th inst., to the effect that our Representatives should press upon the Parliament and Government of the Dominion, the urgent necessity of improving winter communication at the Capes.

Resolved therefore, That in the opinion of this meeting, the immediate construction of the branch railway to Cape Traverse, and other necessary improvements, are imperatively required, with the view of rendering more efficient the crossing at the Capes.

In moving this resolution Mr. McNeill warmly endorsed the Capes route, it being the one which our Prelates, Senators and members of Commons adopt in reaching the Mainland, notwithstanding all the hardships to be endured. He strongly urged the improvement of this route.

Senator Howlan having been called upon, came forward and addressed the meeting. He said that he was heartily in accord with the resolutions. The Government had done what they could. When we entered Confederation there was a contract existing between the Local Government and the Steam Navigation Company. This was assumed by the Dominion Government, and has been renewed for one year. We have good land communication, but the Dominion Government require to be advised as to what is wanted, and they will respond. The Island Representatives will now have an opportunity to lay before the Government the resolutions passed by this meeting and the Cape Traverse meeting, as expressing the opinions of the people. If the subsidy is not sufficient, it must be increased until we have efficient communication. The *Northern Light* was not designed for her present work, but for an aid to the tug boats at Quebec. The service required in the Gulf is akin to that performed by the Newfoundland sealers. When the St. John River is bridged, a large amount of our products will be carried by rail into the United States. In two or three years he hoped to be able to congratulate our people upon the enjoyment of a Reciprocity Treaty, then increased steam accommodation would be indispensable. The branch line to Cape Traverse, and a steamer between the Capes, are a necessity; they must and will come.

L. H. Davies, Esq., M. P., said that upon this question no great difference of opinion could be expected, and expressed himself as being, to a great extent, in accord with the main lines of the resolutions which had been passed. He thanked the electors for their support at the election, and was desirous of knowing the real views of the people upon this question. He said that governments will just concede what they are forced to and no more, and will carry out the terms only to the extent of the pressure brought upon them; the question must be brought before the Government, so that they will understand that they need expect no support from the Island until the terms are fulfilled. We are yearly raising more products, and can only take advantage of Reciprocity, if it comes, by having improved means of transport. The Government should not haggle over spending $40,000, when they are making such an enormous expenditure in the North West. The boats are very good for certain purposes, and the Company have performed their contract well, but we want separate freight and passenger boats. We want a boat that can keep the navigation open for three or four weeks later than our present boats do; a large screw steamer between Summerside and Shediac could keep the navigation open until January. Another boat should be put on between Georgetown and Pictou. The present accommodation is not sufficient. In addition to the summer boats we must have large autumn boats. We will never convince the Commons until they are convinced that we are in earnest. The press should continue the agitation. As to the question of winter communication, he believed that the *Northern Light* was an honest attempt, but has failed to some extent. There are times in winter, perhaps six weeks, steamers can never cross. We should have a steamer three or four times as large and powerful. He considered it a disgrace, that after ten years of Confederation, we have no better boats at the Capes than we had twenty years ago. The ice boats should be well housed on both sides. We must have the Branch Railroad to Cape Traverse. The Government had acted badly in not going on with the work. If we are mealy-mouthed we deserve what we get. Our road must be built whether the N. B. Company build their's or not. All governments are opposed to spending money until they are forced. Ontario representatives think us a troublesome lot, and regard the Island much as we do the Magdalen Islands. Let us ask and demand only what is reasonable—do not trammel the practical question with impracticable theories. He solicited the support of the press, which he considered the most powerful lever that could be used.

Frederick Brecken, Esq., said that the people of Ontario considered us a dear bargain, and thought when we got the *Northern Light*, the terms of Union were fulfilled. He related the substance of an interview between the Island members and Mr. Sewell upon this question, when Mr. Sewell admitted that no boat could be built that would keep up constant communication all winter, and that its operations would be confined to the carriage of mails and passengers, and not freight. The Newfoundland sealer could not compete with heavy Gulf ice. We must abandon the idea of constant communication, but must have certain and trustworthy carriage for our mails at least, and experience points to the Capes as the only practicable route. Mr. Brecken referred to his efforts in the House of Commons upon this question. From his present peculiar position he could not explain why the Cape Traverse branch had not been proceeded with, but believed it would be built. Mr. Brecken also referred to the Telegraph monopoly question.

Dr. Jenkins was glad to see this meeting, as the result of a suggestion made by him in a letter to the HERALD a few days ago. He said no government was so much to blame as the people themselves—unless we agitate we will get nothing. No government is sufficiently patriotic as to disturb itself on questions not prominently brought before them. When he saw the *Northern Light* make her first attempt to go down Charlottetown harbor through four inches of lolly, he was convinced that she was not fit for the service. He had crossed the other day, and could say from experience that she was totally unsuited—was of the opinion that the ice formed in the Gulf can easily be overcome. He instanced the case of a Newfoundland sealer which accompanied a gunboat on an arctic expedition, when the gunboat, which was strongly and powerfully built, stuck fast, the sealer, from her peculiar construction, was able to dash past her, break down the ice, and open up a way. If we had a vessel of 1,500 tons, and of sufficient power, she could carry freight every day, and keep up communication with the Mainland nearly the whole winter. She should be built like a sealer to break the ice down. The *Northern Light* was a mere cockleshell, entirely too small. It is not a question of money—the country will never be prosperous until a profitable occupation be found for every man, woman and child; and before manufactures can succeed, we require means of export for our products. No country can prosper that exports its raw material, and until we have regular communication, we can never have manufactures. He referred to the Capes route, and to the arrangements that had been made for houses and water boats. Regarding summer communication, he said that the Steam Navigation Company had done good service, but the trade had so largely expanded, that the present accommodation was insufficient—paid a high tribute to Captains Evans and Cameron, and said that no better men could be found the wide world over. He explained his scheme for carrying loaded cars on steamers running at the Capes—was satisfied that this scheme would be carried out before many years; it would revolutionize the carrying trade of the Island. Before we get a ferry at the Capes, we must show the Dominion Government that it will be money in their pockets, and be a feeder to the Intercolonial Railway.

Hon. David Laird considered that upon this question we should be unanimous—explained the action of the Government in providing the *Northern Light*, and was glad to hear that she had proved a partial success—differed from Dr. Jenkins as to the work a sealer could accomplish in the Gulf—trusted there would be no monopoly in the new contract, but that it would afford sufficient accommodation.

Hon. D. Ferguson, Provincial Secretary, also addressed the meeting, but we were unfortunately prevented from hearing his remarks.

Mr. F. T. Newbery moved, seconded by D. Farquharson, Esq., M. H. A., the following resolution, which was carried unanimously:

Resolved, That a Committee be appointed by this meeting to draw up petitions to be universally signed and presented to the Dominion and Local Governments, demanding a fulfilment of the terms of union, in respect to providing and maintaining efficient steam communication with the Mainland.

The following persons were appointed as said Committee, with power to add to their number:—Messrs. F. T. Newbery, D. Farquharson, Henry Beer, John Newson, Henry Coombs and George Peake.

The meeting, after the customary formalities, adjourned.

Our Cape Breton Letter.

CAPE BRETON, Jan. 19, 1883.—The weather, which has been during this fall unexceptionally fine, is now beginning to grow cold, and thus reminds us that we must not presume too much on our periodic enemy, "Jack Frost." Soon his influence will close our harbors to the ingress of the fine fleet of vessels which all this summer has floated on the surface of our waters, carrying freight to the different parts of the world.

The staple product, coal, of our Island, has reached quite an output this summer. The demand has been greater than the supply, and our mines have been run to their utmost during the season, and consequently tonnage has been in great demand.

While so much attention has been devoted to this production, our other industries have not waned. The fisheries, especially on the southern parts of our coast, have been very prosperous, and traders there during the summer report that they have met with great success, even faring better than those who annually resort to the Newfoundland shores for the same purpose. It is much to be regretted that fishing is not prosecuted with the same skill and care as in the neighboring Republic. It would certainly repay capitalists to invest largely in this industry.

Agriculture, too, has not been at a stand still. The interest taken in our Island Exhibition held last autumn at North Sydney, shows that this industry has not been neglected. There a display of different products was presented which did credit to the Island, and shows that it is not unsuited to Agriculture, and also proves that our husbandmen, lords of the soil, are not behind those of the other provinces in industry, skill and intelligence. The specimens exhibited of mechanical skill and other branches of handiwork, demonstrate clearly that the Celt only requires the opportunity of diversity of employment to give him a first place in the mechanical arts.

Our Island, so rich in mineral deposits of almost every variety, requires only the stimulus of capital and enterprise to have it rank first in the richest gems which the Dominion embraces in its free constitution.

Mica has been discovered, but not sufficiently developed, Copper Ore has been worked with good results, Iron Ore of a superior quality has been discovered in several localities, Anthracite Coal has also been found in the district of East Bay.

While the Island abounds in all these riches of mineral wealth, still our capital is scarce, and enterprise accordingly lacking. But as capitalists are beginning to cast an inquiring eye to our rich deposits, we may one day see the full development of all those minerals, which will add lustre and importance to this eastern gem.

One thing we feel most seriously, and that is the need of a railway. The past years we had been in high hopes that a Conservative Government meant to deal justly with us, and give us a railway, for which we have been so long clamoring; but in an evil hour a Grit Government, the sworn enemy of Railway extension into the country, unexpectedly and insinuatingly gained power, and all our hopes have been dashed to the ground, and the *punica fides* of these office grabbers and quarrelling lawyers is manifested again.

Mr. Editor, you are to be congratulated on the appearance, style, and matter of your paper. You certainly spare no pains to give your readers the value of their money, and your native Islanders should rally round it, for it deserves success.

SICUAR.

The Markets

Our latest Boston advices are of the 19th inst., and report Pork in fair demand at $16 to $16.50 for Prime, $19 to $19.50 for Mess, and $20 to $21.00 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 11¼ to 11¾c. per lb. for City and Western.

Butter is dull, and in demand, tending to lower prices, 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 are firm and in demand. Prices are: 33 to 34 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 good, and market firm. Prices higher. 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.

A great sensation was created in Paris, on the 16th inst., by the publication in *Figaro* of a manifesto, professedly issued by Prince Jerome Napoleon, criticizing the present situation, and claiming the Napoleonic inheritance. It was also placarded over the city—The evening papers all reproduced it, and the majority of them contained leading articles on the subject. It appears that the manifesto was agreed upon the day after Gambetta's funeral, the national character of which impressed Jerome that the people were, in their worship of Gambetta, Bonapartists without knowing it. As there was no Republican who could succeed Gambetta, who was buried with more than royal state, Jerome thought that only a member of a sovereign family could fill the void. The Prince was arrested, and a motion was introduced in the Chamber of Deputies prohibiting the presence in France or Algeria of any member of former French dynasties. Bonapartists will once more form a compact body, which, in the future must be taken into account. A slight Bonapartist demonstration was made the next day, before Prince Jerome's residence, when several of the participants were arrested. In answer to a question, Prince Jerome denied that he intended to overthrow the Republic; all he wanted was to ascertain, by means of a plebiscite, what the people thought of it. He had anticipated expulsion, but not imprisonment, and was glad that the ministry had ordered a step which would call the attention of the nation to the facts asserted in the manifesto.

At Birmingham, in England, a few days ago, a potted meat manufacturer got himself into a serious scrape. No fewer than 352 pieces of partially decomposed horse flesh, besides large quantities of diseased pork and beef, had been found on his premises in various stages of "preparation" for potted meat. Fifty tins of duly "prepared" meat were also found, which on examination proved to be totally unfit for human food.

BIRTH.

At 90, Spring Garden Road, Halifax, Nova Scotia, on Friday, 12th inst., the wife of Fred Mitchell, Esq., of a daughter.

MARRIED.

At St. Patrick's Church, Fort Augustus, on the 23rd inst., by the Rev. Allan J. McDonald, Peter McDonald, son of the late John McDonald, St. Peter's Bay, to Rose Ann, daughter of Francis Quinn, Monaghan Road, Fort Augustus.

At Egmont Bay, on the 9th inst., by Rev. Stanislaus Boudreault, P. P., Mr. Stephen McKinnon, of Grand River, Lot 14, to Miss Mary Jane Lawlor, of Egmont Bay, Lot 15.

On the 17th inst., at Milton Church, by Archdeacon Bland, D. D., Rector, Mr. Hannibal Murray, Fredericton, to Miss Caroline Frances, daughter of Mr. Henry Craswell, South Rustico.

At the Rectory, Port Hill, on the 6th inst., by Rev. T. B. Reagh, Mr. James Barlow, to Miss Mary J. McAuslin, both of Wellington.

At the Rectory, Port Hill, on the 9th inst., by Rev. T. B. Reagh, Mr. Norman McPhail, of Tyne Valley, to Miss Annabella Sullivan, of Northam.

At the residence of the bride's mother, on the 9th inst., by Rev. A. H. Lavers, Duncan McNeill, Esq., of Her Majesty's Customs, Charlottetown, to Miss Jemima McEwen, of West River.

DIED.

At Summerside, on 20th inst, Symphorosa Mary, infant child of John and Mary Harrington, aged 6 months and 2 days.

At Wellington, Lot 16, on 17th inst., in the 50th year of his age, Mr. Laurent Perry, contractor.

At Searletown, on the 12th inst., in the 21st year of her age, Elizabeth, beloved daughter of William and Elizabeth Mallet, leaving a sorrowing mother, two brothers, and three sisters, with a large circle of relatives and friends, to mourn their loss.

At Valleyfield, on Sunday, the 21st ult., of severe illness, which he bore with fortitude and resignation, Mr. John Matheson, in the 56th year of his age. He leaves a sorrowing widow, four sons and five daughters, also a large circle of friends, by whom he was highly esteemed and beloved.

At Hermanville, on the 17th ult., after a protracted illness, Marienia McAulay, aged 65 years. The deceased was of the most exemplary character, a pious and devoted Christian, and, with true Catholic fortitude, bore her final sickness with an unerring faith in His all-powerful will. *Requiescat in pace.*

At Brooklyn, N. Y., December 11th, J. Lemuel Pollard, eldest son of John O. Pollard, formerly of Georgetown Royalty, aged 32 years.

At Point Prim, on the 16th December last, Isabella Margaret, beloved daughter of Archibald and Catherine Finlayson, in the twenty-fourth year of her age, greatly regretted by all her friends and acquaintances.

MARKET PRICES.

CHARLOTTETOWN, Jan. 23, 1883.

Beef (small) ℔ lb	5 to 12
Beef (quarter) ℔ lb	4 to 9
Mutton, ℔ lb	5 to 9
Lamb, ℔ lb	3 to 8
Pork (carcass) ℔ lb	6 to 8
Pork, small	10 to 12
Turkeys	70 to 1 25
Geese	60 to 70
Ducks	50 to 60
Fowls	50 to 55
Chickens, ℔ pair	50 to 60
Butter, fresh	22 to 27
Butter, tub	22 to 25
Eggs, ℔ doz	25 to 30
Flour, ℔ 100 lb	3.00 to 3.25
Oatmeal, ℔ 100 lb	3.75 to 3.00
Oats, ℔ bush., black	37 to 38
Oats, ℔ bush., white	34 to 40
Hay, ℔ 100 lb	50 to 55
Potatoes, ℔ bush., white	35 to 40
Potatoes, ℔ bush., blues	35 to 40
Turnips, ℔ bush	14 to 20
Mangold Wurtzel	10
Sheepskins	60 to 80

GEORGE LEWIS, Market Clerk.

NEWS BY TELEGRAPH.

OTTAWA, Jan. 22.

Mr. Charlebois, of Montreal, has been awarded the contract for the erection of the Quebec Parliament House, at $185,000. It must be finished in 1885.

The Montrealers are making great preparation for their carnival. Thousands of visitors from the United States are expected.

Dr. Bergin, with members of the Ontario Pacific Company, waited upon the Ontario Government to ask for a grant to the line already chartered from Cornwall to French River; also for a charter to construct a line from French River to the Sault Ste. Marie. Hon. Mr. Mowat intimated that he could give no decision until he had used the scheme for election purposes.

The construction of a floating fish cannery has been commenced at Victoria, British Columbia.

Owing to a falling off in freights to England from Boston, and the increase of Canadian freights, the Allan Line has withdrawn from Boston for the winter, and the ships will run from Portland and Halifax in future. A fortnightly steamer will still run between Boston and Glasgow.

It is understood that Mr Kirkpatrick, M. P., Frontenac, will be selected as the new Speaker of the House of Commons.

LYONS, Jan. 19.

At the trial of Anarchists here, M. Emile Gaubier, M. Bernard, M. Bordat of the Lyons Socialistic journal "Etendard Revolutionare," and Prince Krapotkine were found guilty and sentenced each to five years imprisonment and to pay 2,000 francs fine, to ten years police supervision, and to five years deprivation of civil rights. Sentences varying in terms were passed in the cases of the other persons convicted, and also several sentences in default of appearance of the accused.

ST. PETERSBURG, Jan 19.

The publication of the "Strana" has been suspended for four months, for having stated that there was neither good faith nor national idea in Government circles, and that the reigning system was one of administrative inaction and public apathy.

LONDON, Jan. 19

The *Daily News* says the Monarchists and Bonapartists in France have instructed their agents here to make arrangements for the transfer of their property, in case of their expulsion from that country.

The *Daily News'* Dublin correspondent says the mechanic who recently died in a Lunatic Asylum here, while in delirium, constantly spoke of the men whom he had murdered. He is supposed to be one of the Phœnix Park assassins.

The *Times* Paris correspondent says after the stormy council, where some of the ministers pronounced strenuously for Floquet's proposal, the cabinet resolved to submit a bill for summarily punishing the exhibition of religious emblems, the posting of placards, and the utterance of disloyal cries.

The *Daily News* Paris correspondent says Princess Mathilde and Prince Louis, whom Prince Jerome repeatedly expressed a wish to see, have not been admitted to the Conciergerie. Prince Jerome is allowed to see advocates of Duc D'Aumale. He was visibly disturbed when he heard of Floquet's Bill. The news of Prince Jerome's action caused a great sensation in the household of Count de Chambord.

A despatch from Marseilles to the *Daily News* says: "The wildest rumors are current in regard to a Legitimist conspiracy. It is stated that a white banner with the *Fleur de Lis* is being made in Lyons in expectation of the accession of the Count de Chambord to the French throne."

A despatch from Paris to the *News* says it is perfectly true that Baron De Charette, aided by M. Beaudry D'Asson, member of the Chamber of Deputies for La Vendee, and others have organized from Finisrere to Tours thirty-two legions of one thousand men each and begun to arm them. Six hundred horses, purchased as a nucleus for insurgent cavalry, are stationed at different chateaux. Recruits wear a small cross as a rallying signal. It is stated the conspirators have 10,000,000 francs in a bank in London.

This is no canard but the result of Government enquiry. The police report ascertain, that Baron De Charette has in Paris fifteen hundred pontifical Zouaves.

LONDON, Jan. 20

Ranein & Blackmore's iron foundry, Greenock, Scotland, was burned to-day. Loss heavy.

The *Morning Post's* Berlin correspondent says the police confiscated copies of the pamphlet which appeared here attacking the ex-Empress Eugenie of France.

A Paris despatch says that the Legitimist scare continues. Orleans family hold council to-day at the residence of the Duke D'Aumale. Members of the party of the Extreme Left in the Deputies will insist upon the Orleans princes being deprived of their military command. Royalist papers insist that the scare is a manœuvre to procure proscription of the Princes.

The *Times* Paris correspondent says it is announced that in view of the evident feeling of the public, the government will simply demand right of expulsion for any overt act against the Republic; power of expulsion being limited so as to effect the author of each overt act.

NEW YORK, Jan 20.

The steamer *Canima*, from Newfoundland via Halifax, arrived last night, and reports was in collison off Fisher's Island with brig *Masiposa*, coal laden, by which the steamer had two holes stove in her side and lost topmast. The brig sank shortly after. The boat of the brig capsized by the suction as she went down, and seven of a crew of eight were drowned.

DUBLIN, Jan. 20.

The rumor current in London last evening, that the Phœnix Park murderers had been arrested, is denied.

PARIS, Jan. 22.

The Bonapartist Deputies have issued a manifesto demanding an appeal to the people. Another ministerial crisis is imminent.

LONDON, Jan. 22.

The steamer *Cimbra* collided with the steamer *Sultan* in German ocean last Friday, and sank. She had 380 passengers and 110 of a crew, of whom only 56 are known to be saved

It is reported that the Prince of Wales will visit Canada in March.

AMSTERDAM, Jan 19.

Three explosions occurred to-day in a gunpowder manufactory, in the town of Meriden, when nearly all the houses were unroofed by the concussion. Neighboring towns and villages were much damaged. The loss of life is unknown, but it is feared that forty persons perished. The explosion was heard in this city, which is eight miles distant from Meriden. Windows in the eastern suburbs of Amsterdam were broken.

MERIDEN, HOLLAND, Jan. 19.

Twelve bodies, victims of the explosion, have been discovered.

PARIS, Jan. 19

Some of the morning papers give further details of the alleged organization of civil war in the west of France with the help of the Catholic Workmen's Club, and mention the discovery of a Legitimist conspiracy called the Catholic Alliance, forming a vast association which is directed by Baron De Charette. They declare that thirty-three legions have been formed in the west and centre. Several officers of the army are implicated in the conspiracy. Depots of arms exist. "La Voltaire" declares that the rising in La Vendee is fixed for the 21st inst.

LOCAL AND OTHER MATTERS.

GUSTAVE DORE, the celebrated painter, is dead.

THE Quebec Legislature was opened last Wednesday by Lieut. Governor Robitaille.

GENERAL BUTLER, Governor of Massachusetts, and suite will be present at the Montreal Carnival.

HON. H. G. JOLY has resigned the leadership of the Quebec *Rouges*, and has been succeeded by Hon. Mr. Mercier.

THE Muttart-MacIntyre election trial has been postponed until Saturday next, when it is expected judgment will be given.

MR. L. C. PRIER, for ten years night editor of the Montreal *Gazette*, has been appointed private secretary to Hon. D. L. MacPherson.

THE Lottery of the House at Mount Stewart has resulted in favor of Thomas Long, of the Newfoundland Railway, Topsail, N. F.

HON. J. A. CHAPLEAU, Secretary of State, is expected to return on the 12th of February. The hon. gentleman's health is much improved.

IT is understood that the Ontario Legislature will be prorogued the first week in February, and that a dissolution will immediately follow.

HIS LORDSHIP BISHOP MCINTYRE will visit New York before his return to Charlottetown. Rev. Father McGillivray will not be home this week.

GEORGIA capitalists are prospecting in Ontario with a view to the erection of iron works. It is understood that they will locate at Port Dover.

IT is stated that ex-Senator Spencer, the much-wanted witness in the Star Route frauds, started from Montreal for Halifax, *en route* for England.

A MAN named G. G. Corey has been arrested in St. John, N. B., for passing paper money of the Confederate States, and for general confidence operations.

IN order to make room for the account of the Consecration of the Archbishop, and the report of the County Meetings, we have had to omit a large amount of selected matter.

DR. T. STERRY HUNT, of Montreal, has been appointed, by the King of Italy, an officer of the Order of San Maurizio and San Lazaro, one of the most ancient orders in Europe.

THE nominations for the Manitoba House of Assembly took place on the 16th inst. Premier Norquay and Mr. Brown, Minister of Public Works, were elected by acclamation.

OWING to pressure of reading matter, we have been obliged to hold over Mr. J. B. Macdonald's large advertisement. He offers immense bargains during January and February.

WE are in receipt of a handsome catalogue of specialties manufactured by the Cincinnati Type Foundry and Printing Machine Works, which shews handsome designs in Borders, Type, Flourishes, &c.

IT is stated that Mr. E. Vachon, of Escoumains, intends to test the practicability of the winter navigation of the St. Lawrence, by making a number of trial trips to Cape Ray, Newfoundland.

DR. JENKINS' Lecture, upon the "Development of the Resources of Prince Edward Island," postponed from last Thursday evening, on account of the storm, will be delivered this evening in St. Patrick's Hall.

MR. RICHARD CROUD (colored) was lately elected a member of the Halifax County Council. A letter, protesting against his election, was read at the last meeting of the Board, on the ground that no white man voted for him.

THE next regular session of the Supreme Court of Canada commences on Tuesday, February 20. Appeals for hearing must be filed before the 30th inst. The last day for depositing factums is the 3rd February, and the last day for inscribing the appeals for hearing is the 5th February.

THE Supreme Court yesterday passed sentence upon the criminals convicted during Hilary Term, as follows:—Alonzo Manthorn, convicted of arson, sentenced to five years in the Penitentiary. Wallace Whitlock, convicted of larceny, sentenced to two years and one month in the Penitentiary.

THE majority for Dr. McLennan, the Conservative candidate for the Nova Scotia House of Assembly, for Inverness, Cape Breton, was 123—the largest vote polled for that House since Confederation. There are good prospects for the defeat of the Local Government when the Legislature meets.

THERE are now registered in Charlottetown 248 vessels, of 41,684 tons. Of these, 13 are steam vessels, and 235 sailing vessels. During the year 19 were reported as lost or missing, 8 were broken up, and 2 were sold to foreigners. At the end of last year the number of vessels registered here was 273, total tonnage, 45,410. The new vessels registered during the year number 15.

MR. T. L. CHAPPELLE has removed the Diamond Bookstore to Monaghan's new brick building, one door north of Mr. Dodd's Auction Room. The premises are large and commodious, the stock is varied and well-selected, and it is needless to say that the proprietor is always courteous and affable. We cordially wish Mr. Chappelle continued success in his latest departure.

MR. WILLIAM KENNEDY read a very interesting paper before the Educational Institute, on Friday evening last, upon "The English as Colonizers." Mr. Kennedy, of course, treats the subject from the standpoint of a citizen of the American Republic, and whilst giving due credit to the English for their success as colonizers, denies that it is due to their Monarchical system, asserting that they are, and at the first were, Republican to the core.

WE regret to announce the death of Mr. Laurent Perry, which event occurred at his residence, Wellington, Lot 16, on Wednesday morning last, in the 50th year of his age. The deceased was well known as a public contractor, having erected many of the most substantial public works in the Province. At the time of his death, he and John J. Arsenault were engaged in the erection of a Breakwater at Tignish, which work is nearly completed. His remains were interred in Egmont Bay Cemetery, on the 18th inst., when a Requiem Mass was celebrated by Rev. S. Boudreault.