

THE HERALD.

WEDNESDAY, NOVEMBER 29, 1882.

Communication with the Mainland.

A GREAT DEAL has been said and written during the past few years on the necessity that exists for improving our communication with the Mainland during the winter season; but the not less important question of summer communication has received but a comparatively small share of public attention. This is not as it should be; for while it is desirable that the most effective means obtainable for overcoming the obstructions to the winter navigation of the Straits should be adopted, still the prosperity of the country is in a larger measure dependent upon the facilities afforded the people during the summer season, both for the purposes of travel and for the conveyance of freight. And the experience of the present and past seasons has fully demonstrated the utter inadequacy of the Steam Navigation Company's boats to meet the requirements of either the passenger or freight traffic.

We recently saw a paragraph giving the rounds of the press to the effect that a deputation from this Company visited Ottawa, a short time ago, for the purpose of urging upon the attention of the Government its claims to a largely increased subsidy in the future. It was inferred from this that a larger annual subsidy than the Company has received under the contract now about expiring is necessary to the performance on its part of more efficient service, then however to see the request granted. Who, or whatever Company contracts with the Government for the carriage of our mails for the next term of years must be prepared to place on the respective routes, boats better adapted to the requirements of the traffic than those now plying. While the boats are comfortably equipped for the conveyance of passengers in fine weather, still they lack speed and are utterly unsuited for stormy days and rough water, such as have often to be encountered in crossing the Straits. Passengers and mails are frequently detained on either side, from this cause, and the interruption to business is seriously felt. Uninterrupted daily communication with the Mainland during the opening of navigation is a right to which this Province is entitled, and the Government should take the precaution, in awarding the contract, to stipulate for increased efficiency, even at a considerably greater cost.

To go back no further, the experience of this season alone is quite sufficient to justify a demand being made in this direction; and the expediency of separating the passenger and freight traffic at least between Summerside and Point du Chene, is a matter worthy of consideration at the present time. Large numbers of horses, cattle and sheep are being shipped by these boats, of late years, and it is contended that the carriage of this class of freight causes unpleasant odors to pervade the cabins. The inevitable decline of our shipping interest has already caused a much larger output of our products by steamer from Summerside and Charlottetown than in former years; and this will be the case in a larger measure from year to year. The largely increased freight traffic between Summerside and Point du Chene this season has resulted in serious inconvenience to the travelling public and to our business men. Owing to the volume of freight, both inwards and outwards, to be moved between these points, the boats have been delayed at Point du Chene for hours beyond the proper time for departure, the consequence being that mails and passengers which should have landed here at eight o'clock every evening, did not often arrive till midnight, and sometimes after that hour. A continuation of this state of affairs would be highly injurious to the public interest; to say nothing of the consequent inconvenience to Railway and Post Office employees.

Again, the carrying capacity of the Island boats is altogether unequal to the demands of the freight traffic between Summerside and Point du Chene. For the past month there has been a regular freight blockade at Summerside, though the boats were run on this route daily for the past month, it is doubtful if they could have carried away all the freight that would have been offered. Now, there can be no doubt that the merchants, traders and business men of this Province have suffered great loss and inconvenience this season in consequence of the delay in forwarding produce to market; and what has occurred this year is sure to happen next season. If the necessary steps are not at once taken to provide an efficient remedy.

This question is one of the utmost importance to our people, and demands immediate attention. Apathy or indifference, at the present time, on the part of those whose duty it is to protect the public interests, might be productive of results so injurious to their tendency as to cause the prosperity of the country for years to come. It behooves our representatives, then, to see that the Government, in awarding the contract, will take the precaution to stipulate for increased efficiency of the Province during the period over which the engagement will extend, and make due provision for the same.

Immigration Returns.

It is pleasing to note that, from late returns, the tide of immigration into Canada is not only steadily, but rapidly, increasing. In the ten months ended October 31, there arrived in Canada 153,045 emigrants, of whom 82,482, or more than one-half, settled in the country. This return does not include immigrants arriving on the Pacific coast, nor those entering the Northwest by the American frontier, between Emerson and Fort Benton, but allowing this number to equal that of last year, we are safe in estimating that the total number of immigrants who will arrive this year will reach a grand total of 100,000. This result should certainly be satisfactory.

Comparing the figures with those of former years, the increase is most remarkable, as the following statement proves:—

Table with 2 columns: Year, and Number of immigrants. Rows for 1876, 1877, 1878, 1879, 1880, 1881, and 1882 (estimated).

These figures show that up to the close of October we received more settlers than for the three years of 1876-7-8 put together, and for the full year there is no doubt that the immigration will be double that of the largest year previously recorded.

The money value of this great increase in our population is an important item. The amount of money and effects brought in by immigrants last year was over four millions of dollars, and this year will be close on ten millions of dollars. The great advance in immigration during the past two years is due to the opening up of the Northwest, and to the diffusion, by the efforts of the Government, of correct information regarding the resources and fertility of that vast country. The construction of the Pacific Railway, and the demand for labor, consequently upon that great work, have also largely tended to bring people into the country. Not is this immigration finished. It is scarcely more than begun, and it is fast increasing. The tide seems to have turned from the United States, and to have struck Canada; the immigration into the United States for 1882 is not likely to exceed that of 1881.

Notwithstanding the 100,000 who have found their way into the country this year, the demand for labor is still in excess of the supply, and wages are higher than ever. Employment awaits every man who is willing to work; skilled workmen cannot be obtained in sufficient numbers, while those who do not fail to find employment in millions of acres of fine land as yet on the continent of America.

To the beneficial and enlightened policy of our present Dominion Government, as well as to the personal efforts of its members abroad, is due the opening up of the great Northwest, and the rapid peopling of that vast country.

Canadian Bank Returns.

The official statement of Canadian Banks for the month of October, issued by the Department at Ottawa, is, in some respects, not altogether so favorable as might be deduced. Certainly it shows that some \$4,000,000 more money is in circulation than there was a year ago, the total paper currency now in circulation, including Dominion notes, is \$11,949,796. The enormous reduction, without doubt, of the excess of imports over our exports, and should serve as a warning that such a state of things cannot long continue. The specie reserve of the Bank decreased during October by \$897,437, and that of the Government by \$61,850, making a total reduction of \$959,287.

In this connection we are glad to observe that our Island is paying the way for reform. The Customs duties paid, for the four months ending 31st October last, were \$64,038, as compared with \$79,101 for the same period last year, or a reduction of \$15,063. Either our imports from foreign countries have been considerably less, or our trade has been conducted, to a very large extent, within the Dominion.

Fire this Morning.

BETWEEN three and four o'clock this morning a three tenement house on Upper Queen Street, owned by Mr. James Laidlaw, was discovered to be on fire. The alarm was quickly given, and the Steam Engine "Belle" took up position at the tank at Smallwood's factory. The greater part of the building was soon in flames, and was occupied by Mr. Laidlaw and Sergeant McConnell, of the Police Force; the latter was not destroyed, but was badly damaged. The house was insured for \$1,000. The fire was caused by the dropping of a piece of iron from the roof of the house, which fell on the roof of the house below, and set it on fire. The fire was extinguished by the fire engine, and the house was saved.

Disallowance of Manitoba Railway Act.

LAST WEEK we laid before our readers a statement of the case as between Manitoba and the Dominion Government regarding the disallowance of the Manitoba Railway Act, passed by the Manitoba Legislature. Since then the Report of a Committee of the Privy Council upon the subject, together with the opinion of the Minister of Justice, have been published. From these documents it fully appears that the Dominion Government contracted with the Canada Pacific Railway Company that, for the period of twenty years, no lines of railway should be constructed within certain limits in the Province of Manitoba. Of this agreement the Manitoba Legislature was perfectly aware.

In 1881 the Dominion Parliament passed an Act extending the boundaries of Manitoba, and the Provincial Legislature, in an Act passed in the same year, consented to the increased territory should be subject to all provisions that had previously been, or subsequently might be, enacted respecting the Canada Pacific Railway. During the same session the Manitoba Legislature, in direct violation of the provisions of that Act, passed an Act to incorporate the Manitoba Railway Company, and to authorize the construction of a line of railway from any point at or near the town of Brandon to any point in the Province of Manitoba, and to authorize the construction of a line of railway from any point at or near the town of Brandon to any point in the Province of Manitoba.

The Committee of the Privy Council have had under consideration a report from the Minister of Justice, in which he recommends that the power of disallowance, vested in your Excellency in Council, be exercised in regard to the Manitoba Railway Act, and that an Act to incorporate the Manitoba Railway Company, and to authorize the construction of a line of railway from any point at or near the town of Brandon to any point in the Province of Manitoba, be disallowed.

The Committee of the Privy Council have also had under consideration a report from the Minister of Justice, in which he recommends that the power of disallowance, vested in your Excellency in Council, be exercised in regard to the Manitoba Railway Act, and that an Act to incorporate the Manitoba Railway Company, and to authorize the construction of a line of railway from any point at or near the town of Brandon to any point in the Province of Manitoba, be disallowed.

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The New Archbishop.

THE appointment of the Rev. Dr. O'Brien to the vacant Archbishopric of Halifax gives us an opportunity to express our views on the subject. We publish, with great pleasure, the following congratulatory extracts from our exchanges:—

He is a young man, not yet 40, but who has achieved distinction as a scholar, a statesman, and a patriot. He is a native of the Province, and his appointment to the highest office in the hierarchy of the Church in this country is a source of great pride to the people.

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The Disallowance Question.

JUDGMENT of the Supreme Court in the case of the disallowance of the Manitoba Railway Act, is a very important one. It is a decision which will have a great influence on the future of the Province.

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News by Telegraph.

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PROGRESS OF THE CANADA PACIFIC RAILWAY. The Government has announced that it will proceed with the construction of the Pacific Railway, and that it will issue bonds to the amount of \$10,000,000 for the purpose.

DEATH OF BISHOP CROGAN AND MAJOR HEBERT. Bishop Crogan, of the Diocese of Halifax, died on the 28th inst. at the age of 70. Major Herbert, of the Canadian Army, died on the 27th inst. at the age of 45.

PRINCE EDWARD ISLAND RAILWAY. The Government has announced that it will proceed with the construction of the Prince Edward Island Railway, and that it will issue bonds to the amount of \$5,000,000 for the purpose.

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Local and Out.

THE new Railway today. A FIVE MILL is short Villages, Queens Co., N. B. Five Mills is spreading several parts of New I. The late by-the-bye strengthened