THE HERALD.

WEDNESDAY, APRIL 22, 1884.

Our Provincial Legislature.

UPON Thursday afternoon last, His Honor Lieutenant Governor Haviland, accompanied by the usual escort, came down to the Council Chamber, and having given his assent to the following Bills, prorogued the Legislature:

An Act respecting the Union of certain Methodist Churches therein named.

An Act to Amend an Act respecting the garnishment of debts.

An Act respecting Land Surveyors.

The Chancery Amendment Act, 1884.

An Act to incorporate the *Patriot* Publishing Company.

An Act relating to accidents by fire in Kensington, Prince County, and for the removal of nuisances from the streets thereof.

An Act to incorporate Prince Edward Lodge, No. 22, of the I. O. O. F. of Summerside.

An Act respecting Liquor Licenses.

An Act to amend the County Courts Amendment Act, 1878.

An Act to protect wild fowl.

An Act to continue certain Acts therein mentioned.

An Act respecting the execution of Deeds by married women.

An Act respecting Affidavits and Affirmations.

An Act relating to Law Students.

An Act to incorporate the Prince Edward Island Hospital.

An Act to regulate certain nuisances in the City of Charlottetown.

An Act to incorporate the Montague Cemetery Company.

An Act to Amend an Act for the incorporation of the Miminigash Coal Company.

An Act to Amend an Act to incorporate the Masonic Temple Company.

The Summerside Incorporation Amendment Act, 1884.

An Act to incorporate the Charlottetown Hospital.

An Act respecting the investment of Trust Funds.

An Act to confirm certain proceedings in the Surrogate and Probate Courts.

An Act to incorporate the *New Era* Printing and Publishing Company.

An Act to incorporate Mark Wright & Company (limited.)

An Act for appropriating certain moneys therein mentioned, for the service of the Year of our Lord One Thousand Eight Hundred and Eighty-four.

His Honor's speech, delivered upon the occasion, is as follows:

Mr. President and Honorable Gentlemen of the Legislative Council:

Mr. Speaker and Gentlemen of the House of Assembly:

It affords me great satisfaction to be able to release you from further attendance on your Legislative duties.

I thank you for the care and attention you have bestowed upon the public business during the Session.

The domestic affliction which has befallen Her Majesty the Queen,—in the death of His Royal Highness Prince Leopold, Duke of Albany,—has called forth your respectful expression of heartfelt sympathy. I have transmitted your Address of condolence on this melancholy event, to be laid at the feet of the Throne.

Mr. Speaker and Gentlemen of the House of Assembly:

I thank you for the liberal supplies which you have voted for the public service, and beg to assure you that in their disbursement, the strictest economy shall be observed.

Mr. President and Honorable Gentlemen of the Legislative Council:

Mr. Speaker and Gentlemen of the House of Assembly:

I shall have much pleasure in forwarding to His Excellency the Governor General, the Address which you have passed relative to the maintenance by the Federal Government of efficient and continuous steam service between this Province and the Mainland of the Dominion, in accordance with the terms of Confederation.

In taking leave of you for the recess, I earnestly pray that God may guide you in the discharge of all your duties.

Short as the session was, it might have been concluded a week earlier, had it not been for the discreditable course of the Opposition, who, finding no vulnerable point in the policy of the Government, undertook to consume the time in useless talk—we cannot designate it by any other term. All things being considered, however, we need not be surprised at their action. They were cross, for their expectations had been rudely disappointed, and they shewed their bad temper in the House. For twelve months they had proclaimed that the Government had lost the confidence of the people, and they clamored for the opportunity of putting their statements to a constitutional test in the House of Assembly. The Opposition and their press were profuse in their denunciations of the incompetence and imbecility of our rulers. But the opportunity which they so longed for came even sooner than they expected, though in slightly different form. The representation of the Belfast District became vacant. With the greatest complacency they went to work to select their candidate. But, as the result proved, they counted without their host. The people spoke, and in no uncertain voice they pronounced in favor of the policy of the present Government, and returned a member in its support. Forced as they were to meet the Legislature, not with the flush of victory on their brow, but under the ignominy of an overwhelming defeat, it is no wonder that their temper was none of the sweetest, and that in their utter helplessness they scolded and endeavored to bring contempt upon the proceedings of the House.

Now that the session is over, the burden of their song is that nothing of importance was done, and they point to the list of Acts as evidence of their assertion. The number of Bills which received the Lieutenant Governor's assent affords no correct standard by which to judge the business of the session. The Piers question was undoubtedly of great importance, and occupied a considerable time in discussion, yet it is not the subject of any enactment; neither is the question of Winter Communication referred to in that exhibit, and yet it is one of paramount importance. It is perfectly true that thirteen of these Acts are of a private or local nature, and we consider it a matter of congratulation that the statutes of the Province are now so nearly settled in their provisions that they require very little improvement either by way of addition or amendment. Although legislation may be of a local or private character, it does not follow that, therefore, it is unimportant, otherwise it is of no consequence that an Act was passed to incorporate the "*Patriot* Publishing Company," an association with such grand aims and philanthropic motives. Twenty-six Acts received the Lieutenant Governor's assent, while seven or eight others which had passed the House of Assembly miscarried in the Legislative Council. Among these latter were several very important measures, such as that relating to Bills of Sale, that regarding Princetown Common, that incorporating the Charlottetown Waterworks Company, that to expedite trials, &c. With the majority in the Upper House must rest the responsibility of burking some of the most valuable works of the Session.

To an impartial observer the position of the Province ought to commend itself favorably, as we feel sure it does, to the vast majority of the people of the Island this day. It suits the purpose of the Opposition admirably to call for statements of revenue or expenditure such as will show one side only, and these the *Patriot* will publish far and wide, with grave warnings of impending bankruptcy and financial ruin. The Legislative Council may pass resolutions containing the most palpable misstatements as to the fiscal affairs of the Province, but we mistake much if the people will be deceived thereby. The present Government have acted in the best interests of the Island, and have administered the expenditure prudently and economically. Their negotiations in the matter of the Piers have been fairly successful, and will no doubt be prosecuted with still greater success. The revenue from ordinary and reliable sources, in place of steadily decreasing for several years past, as stated by the Legislative Council, has rather been regularly increasing—witness our subsidy from the Dominion, augmented some ten or twelve thousand dollars after the late census, and further increased the other day by upwards of nine thousand dollars more—an annual advance of over twenty thousand dollars. Yet, in the face of this, the Opposition call loudly for taxation—let them possess their souls in patience, until they obtain the reins of power, and then they can gratify their wish to their hearts content.

Communication with the Mainland.

WE publish to-day the Joint Address to the Dominion Government on the question of Winter Communication with the Mainland, unanimously agreed to by the Legislative Council and House of Assembly of this Province during the recent session of the Legislature. This Address gives clear and forcible expression to the public sentiment of the Island on the very important question of which it treats. It has the right ring about it, and it appears to foreshadow the fact that the people of this Province, speaking through their representatives in the Legislature, are determined not to be longer trifled with in regard to the carrying out by the Dominion authorities of an obligation which they voluntarily assumed. The vigorous but respectful language in which the document before us is couched is an earnest that the day for putting us off with the assurance that the question was "under the consideration" of the Federal authorities, is past and gone. It becomes necessary at times for those in power to give assurances of this kind in reply to interrogatories respecting matters of public importance; but in this case our people are tired of these repeated assurances, and they now want to see the long deliberations of the Dominion Executive assume a tangible shape without further unnecessary delay.

The Address recounts the efforts that have been made—or rather points out the lack of effort—to carry out the stipulation in the Terms of Confederation respecting Winter Communication. When the Minister of Marine, whose province it is to deal with this question, and who should have a pretty clear conception of our isolated position in winter, reads the joint production of our Legislature, he cannot arrive at any other conclusion than that the Island has in a great measure been made the victim thus far of misplaced confidence. This opinion cannot but be shared in by the other members of the Cabinet as well. They must see that no real effort has yet been made to give the Island an efficient Winter Steam Service. All that has been done in this direction up to the present time is to demonstrate the practicability of carrying out the Terms of Union in this particular respect. This was made manifest years ago by the performances of the *Northern Light*. That the present very unsatisfactory service can be vastly improved upon is only a question of dollars and cents, and not the expenditure of an unreasonable amount of money either. In this matter the Island has hitherto been treated as the step child of the Dominion, and not as a Province possessed of equal rights and privileges with the other members of a great Confederation. When people are made to feel that they are not being treated by the Dominion authorities with that consideration guaranteed them by virtue of a solemn obligation, it is not surprising that such treatment should engender a feeling of discontent, and that such a spirit pervades the public mind in this Province on account of the inadequacy of our winter steam service to the requirements of our people, is well known at the Dominion capital.

Apart from the great loss and inconvenience to which this Province is annually subjected, there is another phase of the question under discussion which should engage the serious attention of the Dominion Cabinet—the failure to do justice to the Island in this particular respect, involves a serious breach of faith on the part of the Dominion. Its plighted honor and integrity are at stake, and the matter of a comparatively small expenditure should not longer be permitted to stand in the way of a complete fulfilment of a promise entered into in the most solemn and binding manner possible. Notwithstanding that eleven long years have now passed into history since the pledge above referred to was given our people, still, during a great part of the winter season, the same obstructions are encountered, the same hardships are endured, and the same inconveniencies are felt by the traveller who has occasion to pass to-day to or from the Island and the mainland, which were experienced a quarter of a century before. That this is a state of affairs which, under our political relations with the rest of the Dominion, should not be permitted to continue any longer than is now really necessary to remedy the grievance, is a question respecting which there should be no difference of opinion in any quarter.

The present Local Government have displayed commendable energy in prosecuting to a successful issue several Provincial claims against the Dominion Government, and we have no doubt that, if an improved system of winter steam communication does not soon follow as the result of repeated remonstrances, our local rulers will take such action in the premises as will secure a speedy recognition of our rights, already too long withheld from us. The Legislature has taken the grounds that the Province is entitled to compensation for losses sustained by our people in consequence of the failure of the Dominion Government to carry out this provision of the Terms of Union. This contention is correct according to every principle of right and justice. The losses sustained on this account by the representatives of every Provincial industry are very much greater—we were going to say almost incalculable—than most people, even those more immediately interested, can conceive. Even this very spring the loss is something enormous. The wheels of Inter-Provincial trade are standing still for weeks, when they should, without interruption, be performing their daily revolutions. Even those who are under the necessity of crossing the Straits on business are compelled to commit themselves to a small open boat, at the imminent risk of their lives. That this old fashioned and dangerous mode of passing to and from the Island, is not in keeping with the progress of our age or country, must be readily admitted on all hands.

While the HERALD believes in party Government, and in Government by the Conservative party, still, when a question of supreme importance to our Province, such as that under consideration, comes up for discussion, we shall be found enlisted on the side of the people every time. When their interests are at stake, we shall fight their battles, even if our doing so shall bring us in conflict with our own political friends.

Editorial Notes.

MR. J. C. FLEMING, late editor of the HERALD, left this city on Wednesday last *en route* for New York, where he will, no doubt, find a larger field for his ability. We wish him success.

THE additional amount payable to Prince Edward Island under the increased subsidy from the Dominion will be $9,149 per annum, as indicated by Hon. Mr. Sullivan in his Budget Speech, and not $5,325, as incorrectly stated in the *Patriot* a short time ago.

THE N. Y. *Sunday Mercury* says that the public have been laboring under a delusion in supposing that Hendrix, the printer, blew up the statue of Major Andre, erected by Cyrus Field on his property. Hendrix merely defaced the inscription; it was the Clan-na-Gael who shattered the monument.

A BILL is before the New York Legislature which, if it becomes law, will prohibit the kerosene refineries from depositing noisome refuse in places where it will poison the waters. It appears to us that a somewhat similar bill is required here in Charlottetown. Nature has given us good water, but man, in pursuit of wealth, corrupted it.

THE people of the United States now consume oleomargarine without winking, some of them fondly imagining it to be butter, while others know it is not, but have a palate depraved enough to be pleased at anything greasy. Evidence has been adduced before a committee in New York proving that oleomargarine contains a slow poison in nitric acid.

THE freedom of the Canadian press has been vindicated once more in the decision of the Montreal jury in the case for libel brought by the Dominion Shipping Co. against the Ottawa *Free Press*. The *Free Press* charged that the emigrants brought from Europe to Canada by the steamship *Nepigi* were treated like cattle, and typhoid fever thereby engendered. Judgment was given for the defendant, and the Company has, therefore, to pay all the costs, as did the Allans in the parallel case brought by them against the Montreal *Witness* last year.

WE this week publish a letter from Mr. William Callaghan, Miminigash, in reply to some misstatements made by Mr. Matheson in the House of Assembly. We have also received letters confirming Mr. Callaghan's view of the matter from Messrs. James Morrissey, Jas. Kennedy, Thomas Kennedy, Henry Casey, Martin McGarry and Hubert Gaudet, the last named gentleman being chairman of the meeting referred to in Mr. Callaghan's letter. Apart from any corroboration, Mr. Callaghan's letter of itself would be accepted as satisfactory.

MR. GLADSTONE, notwithstanding his inflexible will and strong vitality, will have either to go into the House of Lords or retire from politics altogether. He is broken down. This has, it is true, been said of him often before, but it appears his time has come, and he will have to step down and out, or up. Then will come the time when the two parties will have to change their names, the high and severe Salisbury leading the aristocracy, and the lord-hating Chamberlain the democracy. When two such strong wills collide the constitution may suffer between them.

ALL of poor Wiggins' prophecies have turned out to be false; but with a courage worthy of a better cause, and of a man with more evenly balanced brains, he continues to frighten the world with earthquakes, cyclones, inundations and divers other calamities. The man is possessed of the vanity of a Guiteau, and it is not improbable, if fame does not come to him through the perihelion of the planets, he may remove some "bright particular star" in order to gain his darling object. We would strongly advise him to go forth and fight the False Prophet, as being a rival, and a dangerous one at that.

Another Fire in Charlottetown.

A FIRE broke out on Thursday night last, about twelve o'clock, in the dwelling house of Mr. Patrick Connolly, Pownal Street. The fire originated in the kitchen from a defective flue, and spread so rapidly that the inmates had barely time to escape with their lives. In an exceedingly short time the "Silsby" engine was on the ground, and had a powerful stream of water on the burning building. At a critical moment the hose burst, but the broken section was immediately replaced by another. The "Silsby" confined the fire to the one building, and the way in which she worked showed that the repairs she had undergone were very necessary. The Hook and Ladder Company was also promptly on the ground, and the "Rollo" steam engine kept the tank at McEachern's Corner filled for the use of the "Silsby." The building was insured for $1,000, and the furniture for $800. Mr. Connolly intends rebuilding at once. Messrs. William Murray and Simon Bolger kindly supplied the firemen with some acceptable refreshments. The fire alarm on Thursday night was very imperfect indeed. A proper system should be adopted. More money, we believe, has already been expended on bells than would procure a suitable fire alarm for Charlottetown. What we have been accustomed to has never given satisfaction to either the citizens or the firemen. From the way in which the alarm is sounded it would puzzle a Philadelphia lawyer to tell in what part of the city a fire has broken out. The public and those interested have sometimes to go from one end of the town to the other before they arrive at the scene of action. Our Fire Department and City Council should seriously consider this matter. They will, we feel sure, be compelled in the end to have some means of correctly informing the different companies as to the location of a fire.

Fires at Kensington and Fredericton.

Mr. Andrew Bowness, who has been doing a general business at Kensington, closed and left his store on Monday night, at eight o'clock. An hour and a half afterwards it was discovered to be on fire. The residents of the place hurried to the scene, and rendered all possible assistance, and, in the absence of proper appliances, prevented the fire from spreading. A small quantity of goods and the books and safe were saved. The fire burned with such intensity that the buildings contiguous were in imminent danger of being consumed. With much exertion the Excelsior House was saved. The people of Kensington, who, without hose or engine, did so well in thus preventing the fire from spreading, are deserving of every praise. The store was owned by Mr. Thomas Simms, and was insured for $600. The stock was valued at $10,000, and was insured for $6,000.

A fire, which is believed to be the work of an incendiary, burned the dwelling house and warehouse of Mr. E. J. Crabbe, of Fredericton, Lot 67, on Monday night. Mr. Crabbe was was not at home. Mrs. Crabbe and family had retired, and hearing shortly afterwards some noise, arose to ascertain the cause, when she discovered that there was fire in the rear of the building. She ran to a neighbor's for help, and on returning the house was found to be in flames. The family and part of the furniture was saved. The Queen Insurance Company had a risk of $1,600 on the building.

New Advertisements.

Messrs. W. & A. Brown & Co. offer fifty thousand dollars worth of dry goods at greatly reduced prices.

Mr. D. O'M. Reddin, jr., having bought out the business of Fraser & Reddin, will sell the balance of stock on hand below cost to make room for new supply.

Capt. Richard Walsh, of Marie, Lot 40, offers his valuable farm of seventy-three acres for sale.

Messrs. Beer & Sons are now prepared to supply home manufactured soaps as cheapily and of as good quality as the imported article.

Mr. T. Robison advertises that he is prepared to accomodate permanent and transient boarders at the St. Lawrence Hotel.

Winter Communication.

To His Excellency the Most Honorable Sir Henry Charles Keith Petty Fitz Maurice, Marquis of Lansdowne, Governor General of Canada, and Vice Admiral of the same, etc., etc., etc., in Council,—

Her Majesty's dutiful and loyal subjects, the Legislative Council and House of Assembly of Prince Edward Island, in general assembly convened, approach Your Excellency, and represent that,—

During the Session of 1881 they addressed the Governor General of Canada in Council, calling attention to the fact that the General Government had failed to carry out one of the conditions of the compact under which Prince Edward Island entered the Confederation of the Dominion of Canada, viz:—

"To establish and maintain efficient steam service for the conveyance of mails and passengers between the Island and the Dominion, winter and summer, thus placing the Island in continuous communication with the Intercolonial Railway and the Railway system of the Dominion."

At the same time they prayed for the adoption of vigorous and immediate measures for remedying the grievances complained of, as well as for compensation to this Province on account of the non-fulfilment by the Dominion of the terms of Confederation.

The receipt of this Address was duly acknowledged by the Secretary of State in a despatch dated 16th April, 1881, and upon the notice of the Dominion Government being again called thereto, assurances were returned in both of the years 1882 and 1883, that the question was under their consideration.

Notwithstanding that three Sessions of the Dominion Parliament have been held since the receipt of their Address aforementioned, no improvement whatever has been made in the means of winter communication, and the Legislature of this Province are not aware that as a result of the investigation of the question during the three years which have elapsed, the General Government have decided upon any definite steps towards an absolute fulfilment of their obligations.

In this, the eleventh year of their connection with the Dominion of Canada, instead of enjoying that efficient and continuous steam communication with the mainland, guaranteed them at the time of their entry into the Confederation, for a very considerable portion of the year the people of Prince Edward Island are entirely dependant upon a mode that was in use before steam power was applied to the propulsion of vessels.

During all this time they have patiently awaited the fulfilment by the General Government of the terms of Confederation in this particular respect, until the Legislature are reluctantly constrained to say that in their opinion the Dominion Government have evinced a marked indifference, not only for the welfare of Prince Edward Island, but for the inviolability of their own obligations as well.

During the first winter succeeding the Union, the people of this Province did not expect that much could possibly be effected towards providing "continuous communication," neither was anything attempted in such respect; but they anticipated, at the least, that the matter would receive the early and earnest consideration of the Government, who would be only too anxious to carry out the pledged faith of the Dominion to the smallest and most helpless of its Provinces.

Not so, however; but for three consecutive winters the fulfilment of their guarantee was mocked by the employment of an old vessel called the *Albert*, whose usefulness in every other sphere of navigation had long previously departed.

Eventually, in 1877 a steamer, the *Northern Light*, which had been built for service in the Saint Lawrence River, near Quebec, was purchased by the Government, and placed on the route between Georgetown and Pictou, where she has continued up to the present time.

Whatever may be the general opinion of the work performed by the *Northern Light*, during the last seven years, of this fact there is no doubt; that for an average of eight weeks in each winter she is laid up, that during the time she runs, her trips are uncertain, irregular, and unsatisfactory, and the accommodation afforded is neither continuous nor efficient. While the *Northern Light* has, no doubt, been useful in demonstrating the practicability of the winter navigation of the Straits of Northumberland, the Legislature submit that she has proved herself utterly incapable of successfully overcoming its difficulties; and they observe with regret that the only improvement contemplated is the adaptation in some way of a steamer intended for the lighthouse service, so as to supplement the work of the *Northern Light*.

The Legislature consider it almost unnecessary to recount the peculiar disadvantages under which this Province labors owing to its insular position, for they feel that from the constant representations which have been made, the Government and Parliament of Canada cannot be ignorant of them, and it is for this reason that the people of the Island are inclined to the belief that they are the victims of a serious injustice at the hands of a body who should protect their interests.

Cut off, as they always were, for nearly five months of the year from all communication with the mainland, except by a most uncertain and dangerous route, a promise of continuous communication with the Intercolonial Railway and the railways of the Dominion was indeed a strong inducement to them to surrender their self-government and unite with Canada.

They naturally expected that, within a reasonable time, they would possess uninterrupted communication, at all seasons of the year, with the rest of Canada and of the world—that they would enjoy equal facilities for intercourse with the other Provinces as these Provinces enjoy between themselves, and would participate in all benefits arising from the Intercolonial Railway and other public works upon the mainland, from which they had previously been debarred for a great portion of the year.

The inconvenience and loss which they have suffered in consequence of the failure of the Federal Government to provide them with the efficient communication promised, are incalculable, while the disappointment to their expectations has not tended to enhance, in their estimation, the value of a connection with the Dominion, but on the contrary has awakened a feeling of discontent, which, though a matter of regret, is not unnatural under the circumstances. Were it only the transport of freight and merchandize that was stopped during the winter season, they would have good reason to complain of being precluded from the benefits of the Intercolonial and other railways which their more fortunate neighbors on the Mainland enjoy; but their complaint, as well, is in direct violation of the compact upon which they entered the Confederation, no efficient and continuous means of steam communication have been provided whereby mails and passengers can be transported to the Mainland. The derangement of business consequent upon the irregularity of the mail service, when for ten days, at times, no communication whatever is had with the rest of Canada, exercises a most prejudicial effect upon their interests. The hardships of travelling, which only the strong and robust are able to endure, and the dangers attendant upon the present mode, are other disadvantages from which they suffer most acutely.

The feeling that they are being unjustly treated is not without great foundation. As members of one vast country the welfare of all is assuredly the object to be attained, and where difficulties or hardships militate against the prosperity of the people, their removal is undertaken by the General Government. On what other ground can the vast system of Railways, Canals and other public works be accounted for than as means to overcome distance and to remove difficulties of transport. So rapidly has Canada grown since Confederation that the means of communication are formed, not to keep pace with the rate at which the country is developing, and millions of dollars are being annually spent in linking together the scattered Provinces from the Atlantic to the Pacific. But three years ago the Federal Government, in order to keep faith with British Columbia, a Province of little more than ten thousand of a population, contracted for the construction of over two thousand miles of railway at a cost of millions of dollars. Yet the fulfilment of the Terms of Union with Prince Edward Island, a Province of equal importance at least with British Columbia, by providing the means of communication over a Strait less than nine miles wide, is postponed from year to year without any thought, as it would seem, that thereby a solemn and binding obligation is broken and an immense injury being done to its people.

The Legislature of Prince Edward Island are satisfied that this state of things cannot longer continue without a breach of that harmony which is so indispensable between the Provinces of the Confederation. They feel that the Province is being treated invidiously and unjustly, and that its prosperity is retarded in a great degree by the failure to afford that efficient communication with the rest of the world so necessary to an agricultural community.

Were the General Government asked, as a matter of grace, to grant continuous communication with the Mainland, some reasonable ground might exist for refusing to do so; but when the request is only that they fulfil their obligations, and carry out their pledged faith, by providing efficient steam service, summer and winter, their neglect to do so is inexcusable.

The Legislature of Prince Edward Island are of opinion that the Government of Canada are justly chargeable with a most serious violation of the Terms of Union in the manner which they have pointed out, and they desire to bring the matter again prominently before the notice of Your Excellency in Council, in order to the adoption of immediate and effective measures for the absolute fulfilment of the Terms of Confederation, or otherwise that they may be informed that Your Excellency's Government are either unable or unwilling to abide by their compact.

The Legislature submit that on every principle of justice, this Province should receive compensation in view of the immense loss and disadvantage which have accrued by reason of the failure of the General Government to provide the efficient and continuous communication guaranteed by the Terms of Confederation, and they therefore claim, as due to the present time, the sum of $5,000,00), to which they consider this Province justly entitled.

The Legislature trust that this most important matter, which they now, for the last time, bring under the notice of the General Government, may immediately engage their attention, and that a favorable answer will be accorded without delay, otherwise the Legislature desire that the Government of the Province invoke the interference of Her Majesty the Queen, by laying a statement of the grievances complained of at the foot of the Throne.

FROM the report of the Deaf and Dumb Institution of Halifax, we learn that the work performed there for the past year has been very satisfactory. The attendance of pupils has been 76; of this number 15 were admitted during the year. The Provinces represented in the school attendance was as follows: Nova Scotia, 49; New Brunswick, 21; Prince Edward Island, 7; Newfoundland, 4; and British Columbia, 1. Several of the pupils have been taught trades at this Institution, and are now earning their own livelihood. Some of them are married and have families, which they support in comfort and respectability. None of the offspring of these marriages are deaf and dumb.

Voyage Round the World.

Ten thousand Indians are reported in revolt in the Northwest Territory.

El Mahdi says he proposes to conquer the whole earth. It is pleasant to find one man who knows what he wants.

In Chicago, Mrs. Feuerheller, aged 65, sues Fritz Shermer, aged 75, for breach of promise of marriage and $25,000.

Prof. Ball, the royal astronomer of Ireland, figures out that the distance between the earth and sun is 92,700,000 miles.

The wheat average in Dakota and Northern Minnesota shows an increase over last year of fifteen and ten per cent respectively.

Great Britain consumes, annually, 4,000,000 tons of potatoes, of which 200,000 tons are imported, while the remainder are raised on 541,000 acres of land.

Wendell Phillips is reported to have said that orators under six feet have no business on the public platform. That shuts out many of our stump orators.

Geo. Smith, of Pennsylvania, hoarded $15,000 in a wooden box in the cellar. The rats got at it and ate the costly and nourishing food. Served Smith right.

Wiggins is now held responsible for every breeze that blows, the same as O'Donovan Rossa is held accountable for every popbottle in England that explodes.

The steamer *Oregon*, of the Guion Line, made the passage from Liverpool to New York in six days, ten hours and thirty minutes, the fastest time on record.

Daly and Egan, the two men arrested at Birkenhead and Birmingham respectively, for connection with the dynamite outrages in London railway stations, have been remanded for trial.

Mr. Aubrey Hamilton, for some time a resident of this city, but latterly Ottawa correspondent for several Upper Province papers, has accepted the position of editor of the Ottawa *Free Press*.

Agents of the steamship lines at Castle Garden, New York, are forcing pauper immigrants to leave that place. Numbers have been sent to Connecticut, that State being flooded with them, to the great indignation of the taxpayers.

Holmes and Brecken, the Halifax dynamiters, were not sentenced to two years imprisonment, as stated. Sentence in their case was deferred to allow time to argue a point raised by their counsel of the insufficiency of the indictment.

Unless some disaster overtakes it, the Pacific coast will have an unprecedented wheat yield that will exceed the crop of 1880 if it escapes the hot north winds of May and June, which usually come about the time the grain is in dough.

In France, according to statisticians, suicides are rapidly increasing, not only among adults with real woes or sufferings to account for their rash act, but also among juveniles, who make away with themselves for the most trivial causes.

The Gilchrist scholarship has been withdrawn from Canada, the results not being sufficiently satisfactory to justify the continued expenditure of the three hundred pounds per annum required for its maintenance. Efforts are being made to have this decision reconsidered.

A post card canvass took place lately in New Jersey. Out of 1,265 answers, 424 expressed preferences for Blaine, 273 for Tilden, 210 for Randall, 191 for Edmunds, and 101 for Butler. The other preferences were scattered among Arthur, Sherman, Logan, and McPherson. Lincoln and Hendricks were the favorites for Vice-President.

A despatch from Grand Haven, Mich., states that the walls of a three story building, left standing for some weeks after the building had been gutted by fire, fell down, killing three persons and seriously injuring many others. Would it not be well for those in charge of the Charlottetown Post Office to take warning? Apart from any danger, it is about time the rebuilding was commenced.

The new French Army Bill will raise the peace footing force from 480,000 to 760,000 men, and the annual cost from £24,000,000 to £30,000,000. Under the old system young lawyers, doctors and other persons were able to avoid the five years' term by volunteering for one year, but the new law proposes that nothing short of physical incapacity shall exempt anybody from three years' service.

Kentucky will not be denied. Whiskey is her staple, and she will not see whiskey slandered or put down. Weston's recent pilgrimage of 5,000 miles without the use of alcohol, and which purported to be a novel sort of temperance lecture, has been discovered by the *Louisville Post* to be a fraud, the truth being that Weston bathed his feet with whiskey every day. The *Post* very properly asks: "What difference does it make at what end a man takes alcohol?"

There are thirteen final entries for the six days' go-as-you-please which begins in Madison Square Garden, New York, on Monday next, 28th inst. The stake is $100 each, and besides the $1,300 thus available for prizes, the gate receipts will probably more than cover expenses, although the public are somewhat uncaring about the event. The thirteen men entered are Rowell, Fitzgerald, Noremac, Hart, Day, Ellis, Vint, Campana, Herty, Napoleon, the half-breed Nitaw-eg-Ebow and two others.

A wordy warfare is going on between Mr. Barnum and Mr. Forepaugh, each contending that he has the "only and original" sacred white elephant. Two professors of Anatomy have issued certificates stating that the skin of Forepaugh's beast is perfectly natural and healthy, and free from foreign matters of any kind. Simultaneous with this declaration comes an announcement from Mr. Barnum offering to give $10,000 to the Society for the Prevention of Cruelty to Animals if Forepaugh's elephant is not stained, painted and discolored. This is considered a very good plan for free advertising.

At the Tombs Police Court, New York, last week, Australian Kelly, a once famous pugilist, was a complainant against two or three young men who, he stated, knocked him down and robbed him. His assailants were held for examination. After the trial Kelly was interviewed by a reporter: "I was christened James Kelly," the ex-pugilist said, "but after my fight in Australia, in 1855, with Jonathan Smith, which lasted for six hours in a boiling hot sun, I was dubbed Australian Kelly, and it has stuck to me since. In all, I fought thirty-five battles. Ed. Price was the only man who downed me. I once got $800 from Joe Coburn for a fight which did not come off." Kelly now follows the tanning business for a living.

Owing to the accident which occurred to the steamer *Newcastle City*, two hundred and nine head of Holstein or Dutch Friesian cattle were landed and placed in the exhibition grounds at Halifax, until the vessel would be repaired and ready to reload. They are the property of Mr. Riley, of Ohio, whither the cattle were consigned when the voyage was interrupted. The freight from Friesland (Holland) to Boston is £4 per head. Mr. Riley refused $800 for one of the cows, while all the rest are valued proportionally. This breed of cattle has acquired great popularity in the United States. It is recorded that one of those cows has given 18,000 pounds of milk in one year, or 7,000 quarts; and that it is usual for a two-year-old cow to give from ten to fifteen thousand pounds of milk per annum.

LATEST TELEGRAMS.

LONDON, April 16.

The report from Suakim that Khartoum has surrendered to the rebels is not entitled to any credit. The direct advices from General Gordon, though they run only to the 1st inst., are later than any news that could have reached Suakim overland from Khartoum. None the less, there is a good deal of uneasiness regarding Gordon's safety. There is no danger of the capture of Khartoum by assault. As long as the garrison stands to its arms, the rebels cannot make any impression upon the fortifications. But it is known that the Egyptian soldiers are dispirited and insubordinate, and it is feared that, when they realize their forlorn condition, they will refuse to continue a hopeless resistance. As things look, the defence, however protracted, can have no better issue than a capitulation. The rebels are masters of the country to the north and east of Khartoum. If the garrison try to cut its way to Kassala, it will fall into the hands of the Haddendowas, the great tribe that formed the backbone of Osman Digna's armies. If it direct its retreat toward Berber, it will have to deal with the Bisharees, the Batakees and the smaller tribes around Shendy. In either event, the attempt would probably end in a repetition of the Sinkat massacre on a larger scale. As for relief from the outside, any idea of that kind may be dismissed. The talk about sending an English army up the Nile in the autumn to rescue the beleaguered garrison of the Soudan, has no purpose behind it. Before the army could arrive at Khartoum, the fate of city will have been decided. And even if there were good prospect of a beneficial result from the expedition, the cost of the enterprise would prevent the government from undertaking it.

LONDON, April 17.

The *Standard's* correspondent at Cairo says: "There are 138 men, women and children, of all ages, in the infirmary at Soudan, living like wild beasts in indescribable filth and neglect. Among the inmates are several raving madmen, who are sometimes unchained."

CAIRO, April 17.

Gen. Gordon has telegraphed to Sir Evelyn Baring that his position is hopeless unless Zobehr Pacha be sent to Khartoum immediately.

LONDON, April 17.

A despatch to the *Times* from Khartoum dated April 7th, says: "People are heartsick of hoping for English relief. The town is now in the centre of an enormous rebel camp. Our Krupp munition is rather short. The situation is critical. The rebels have frustrated an attempt to send a steamer to Berber. Gen. Graham will probably be driven to retreat by Central Africa. Retreat by Berber is impossible."

CAIRO, April 18.

Sir Evelyn Baring, the English Minister, has received a despatch from Gen. Gordon, dated April 9th, in which he says a merchant had reached Khartoum from Elobeid after a journey of twelve days. The merchant reports that the Te Geba tribes have twice defeated the Mahdi, who suffered heavy losses. The Mahdi is now as completely hemmed in as Gen. Gordon is.

LONDON, April 17.

The Duke of Buccleuch is dead. [Francis Montague Douglas Scott, K. G., K. T., D. C. L., fifth duke of Buccleuch, was born in 1806. He was one of the wealthiest men in Scotland, owning no less than 400,000 acres of land, from which he derived an annual rental of $1,155,000. He was president of the council of Sir Robert Peel's administration in 1842-46. He was a well known patron of the literature and art, was a D. C. L. of Oxford, and an L. L. D. of Edinburgh. In 1878 he succeeded Sir William Stirling Maxwell as chancellor of the university of Glasgow. His son, Earl Dalkeith, was defeated by Mr. Gladstone in the memorable contest of Midlothian in 1880.]

NEW YORK, April 18.

Prime Minister Ferry, in a speech at Perigneux, on Tuesday, said that the Republic must have regard for foreign opinion, especially the opinion of England and Italy. The activity of Irish anarchists in France continues unabated. The funds of the agents have been augmented by the receipt of $3,000 from America during the past few days.

DUBLIN, April 18.

A Convention of the Irish National League was held at Kilkenny to-day. Resolutions were adopted reaffirming alliance to Parnell, and a promise was made to subscribe to the proposed fund for the pay of members of Parliament.

ST. JOHN'S, N. F., April 17.

The Catholic-Orange collision at Carbonear on Sunday night culminated in a serious affray, in which shots were exchanged between the belligerents, but so far as present information goes there were none mortally wounded.

CORRESPONDENCE.

To the Editor of the Herald:

DEAR SIR,—In the *New Era* of the 4th April there appeared letters from B. Richard, J. McCarthy, A. Halloran and others, supporting Matheson's charge on the Leader of the Government. Matheson tried to make his mark in the House of Assembly by charging Hon. Mr. Sullivan with telling me that if Mr. Gavin was elected he would take off all interest and compound interest. Mr. Sullivan never made any such promise to me, nor did I make such statement at the Tignish meeting.

What I then stated with regard to the lands I now stand by, and take responsibility for what was said respecting the Government candidate. I offered to beat $1,000 if the Government candidate was returned that barren and swampy lands would be revalued and compound interest taken off. All, or nearly all, Matheson's correspondents maintain and are positive that I said "if Mr. Gavin is returned," etc. This is in keeping with the rest of their statements. It must be borne in mind that Mr. Gavin was not in the field at the time, and therefore his name could not have been mentioned.

I am thankful to Mr Doyle for his answer to Matheson's question. It is true, and I don't think was received with such grace as those of Richard, McCarthy, Halloran, etc. Mr. Doyle could not have been at the little caucus.

It is well that Mr. Myrick can afford to allow his clerks to search the country for evidence to prove Matheson's false statements.

Be kind enough to give the above space in your paper, and greatly oblige,

Yours truly,

WILLIAM CALLAGHAN.

Miminigash, April 21, 1884.

MARKET PRICES.

CHARLOTTETOWN, April 22, 1884.

Beef (small) ℔ lb	7 to 11
Beef (quarter) ℔ lb	7 to 9
Mutton, ℔ lb	7 to 12
Pork, carcass	7 to 8
Pork, small	8 to 11
Ham, ℔ lb	12 to 14
Turkeys	1.25 to 2.[illegible]
Geese	50 to 60
Wild Geese	70 to [illegible]
Ducks	25 to 30
Fowls	20 to 25
Butter, fresh	24 to 30
Butter, Tub, lb	22 to 25
Eggs, ℔ doz	14 to 16
Flour, ℔ 100 lb	2.80 to 3.00
Oatmeal, ℔ 100 lb	2.50 to 3.00
Oats, ℔ bush., black	33 to 34
Oats, ℔ bush., white	35 to 40
Hay, ℔ 100 lb	50 to 55
Potatoes, ℔ bush	14 to 15
Turnips, ℔ bush	14 to 16
Sheepskins	60 to 80
Wheat, ℔ bush	1.60 to 1.75
Timothy Seed, ℔ bush	3.00 to 3.50
Clover Seed, ℔ lb	20 to 25

GEORGE LEWIS, Market Clerk.