"WILD CAT SCHEME."

We all know his opinion is that a great part of all the burden caused by expenditure on public works falls upon Ontario. When we, therefore, contrast the views of the Opposition with those of the Government upon great public questions such as those alluded to, should we not consider well which of the two great political parties will be most disposed to carry out the Terms of Confederation with this Province by the construction of the Subway. Sir John Macdonald is

FULLY COMMITTED

to the construction of that great work. That fact has been fully established by Senator Howlan this evening. Looking at Sir John's past record, we have good reason to be assured that, if proved to be feasible or practicable, he will have the work carried to successful completion. We know how the Government, while hampered and hindered by the base fabrications and slanders of their opponents, had that great work, the Pacific Railway, completed within half the time allotted to them. So foully were they treated, that the Syndicate were unable to raise a sufficient sum of money in the markets of the world to enable them to complete the construction of the road. The company, on account of that treatment, were forced to come to Parliament for a loan of $30,000,000 to enable them to fulfil their contract. The Government and their supporters were taken by surprise, that in addition to twenty-five millions of dollars and twenty-five millions of acres of land granted to the contractors for the construction of the road, they were now called upon for a loan of 30 millions of dollars to help the syndicate through their difficulty. The Government proposed to grant the loan. We all remember the predictions of Messrs. Blake, Laurier, and the Opposition, rank and file, that not one dollar of that loan would ever be repaid. I, myself, heard Mr. Laurier make a speech on this matter, in which he declared that the Government were making a free gift to the syndicate of that loan, and that the country could not bear the great strain thus made upon it. Said he: "I would as soon expect the waters of the St. Lawrence to flow backward, as that the loan to the syndicate will ever be repaid." What has been the result? The Pacific Railway has been completed, and

THE WHOLE OF THE LOAN

has been repaid to the Government. Twenty millions of money were paid in cash, and ten millions in lands, at $1.50 per acre. The Opposition say that too high a price was paid for the land. Well, they can be answered by their own arguments. When the contract for the construction of the C. P. Railway was about to be awarded, Mr. Blake, their leader, valued those lands at $5 per acre. Other members of the Opposition valued them at $4 per acre; but the lowest valuation made was that of Mr. Sheldon, viz., $3.75 per acre. So you will see that the Government, in giving $1.50 per acre, have had fair value for the ten millions of dollars in lands. It is necessary that these facts should be considered by the people, and that they should not allow the dust to be thrown into their eyes. The syndicate, by extraordinary ability and perseverance, completed the C. P. Railway within five years less time than they were allowed for the work. Why was all this expenditure on the C. P. Railway made? It was done in order to keep faith with British Columbia. (Cheers.) Messrs. Blake, Mackenzie, and other Opposition members wanted to break the compact made with British Columbia at Confederation. Sir John opposed them in their attempt, and has always endeavored to keep faith with British Columbia, and to carry out the Terms of Confederation. Now, if the Government ran such tremendous risks to keep faith with British Columbia, I think we may be sure they will do the same for this little Province, and they will not hesitate to undertake the trifling expenditure of five millions of dollars to carry out the compact made with us at Confederation. They will now be in a good position to turn their attention to the construction of the Subway, which has been so ably brought before them by my friend Mr. Howlan. We are told that the public debt of the country is now 220 millions of dollars. This is an enormous debt, but how was it incurred? Was it all incurred by the present Dominion Government? By no means. How was it incurred? In 1867 and 1873 the Government of Canada assumed all the debts of the several Provinces which united in Confederation, which debts amounted to 107 millions of dollars. During the year before last, a readjustment took place, when $190,000 additional was placed to the credit of this Province at Ottawa, upon which we shall draw interest at five per cent. for all time to come. All the other Provinces of the Dominion had a proportional amount placed to their credit, and will draw interest thereon at the same rate. The remaining portion of the public debt was made up by subsidies to railways and canals. We are told that the $25,000,000 paid the syndicate for the construction of the Pacific Railway will never be repaid. This statement is not correct. The Government still own an immense area of land in the Northwest. The even lots are for homesteading purposes, and the odd lots are for sale. The moneys received for the latter will be

USED AS A FUND

for the repayment of the cost of the C. P. Railway. Not a single dollar of the cost of that railway will therefore, be borne by the older Provinces of the Dominion. I should like to speak to you on other topics, but have confined my remarks to those particular subjects which are collateral to the Subway, in order that the people may see which of the two great parties of the Dominion it will be to their interest to support. Shall we support the party that built the Pacific Railway, or the party that have declared their want of faith in the Pacific Railway and the country through which it passes. It seems to me there cannot be two opinions as to what the people of this Island should do. If they cast aside those who are willing to support Sir John Macdonald and elect a majority to support the Opposition, led by Mr. Blake, they will proclaim that they have little or no interest in the matter of continuous steam communication with the Mainland of the Dominion by a Subway. That is a position which I believe our people are not disposed to take. Having travelled over a large portion of King's County within the past few days and having attended several public meetings I am proud to tell you the people there have made up their minds to elect the supporters of the present Government, led by Sir John Macdonald. (Loud and enthusiastic cheers.)

Try to promote the good of the country at large and our own Province in particular. Support the Party of Union and Progress.

Shipped from Outport of Grand River, fall 1886.

Potatoes, 83,922 bus.; oats, 27,273 bus.; turnips, 5,465 bus.; barley, 19 bus.

FOR PORTS IN THE UNITED STATES.

Potatoes, 27,528 bus.; value, $5,164.70

FOR NEWFOUNDLAND.

Potatoes	927 bus.;	value, 166.86
Oats	3,822 bus.;	value, 1,146.60
Turnips	180 bus.;	value, 27.00
Pork, beef, mutton, poultry, &c.		value, 474.80
		$1,815.26

FOR PORTS IN THE DOMINION.

Potatoes	55,467 bus.;	value, $9,986.06
Turnips	5,295 bus.;	value, 525.60
Oats	23,451 bus.;	value, 7,026.80
Barley	19 bus.;	value, 9.00
Pork	10,030 bus.;	value, 451.35
Oatmeal, 1 barrel		value, 4.00
Geese, 80 pairs		value, 32.00
		$18,041.81

Total amount of exports, $25,021.27

JAMES MCDONALD,
Sub-Collector.

Feb. 7, 1887.

(Continued from first page.)

Messrs. Hackett, Howlan; Perry, Yeo and Bell also spoke. Hon. Mr. Lefurgey was not well enough to attend the meeting, but was ably represented by Senator Howlan. Malpeque is a Grit stronghold, but many of the people are wavering about hanging on any longer to the obstructionists and to the party of "Organized Hypocrisy." A large gain for the Liberal-Conservative candidates will be shown on the 22nd inst.

Mr. J. W. Hughes, of County Line, addressed the meeting. He claimed to be a Liberal, but thought it was in the interest of the Liberal Party to defeat Yeo and Perry, and so clear the way for better men at the next contest.

Messrs. Yeo and Perry are sure to be defeated.

"Oh, but" say some Tories. "you can do this and make a free trade or non-protective tariff." The statement is dishonest and absurd.—*Speech of Hon. Edward Blake at East York on 22nd ult.*

Nominations.

Nominations of Members to serve in the House of Commons at Ottawa, took place in the three Counties on Tuesday last.

Messrs. Ferguson and Campbell were nominated by the following gentlemen:—J. T. Jenkins, Physician and Surgeon, John S. McDonald, Barrister-at-Law, W. W. Sullivan, Barrister-at-Law, T. Heath Haviland, Barrister-at-Law, Patrick Blake, General Dealer, Neil McLeod, Barrister-at-Law, Henry Hughes, Trader, G. D. Longworth, Merchant, John Hughes, Trader, M. P. Hogan, Lumber Dealer, John Newson, Furniture Dealer, Simon W Crabbe, Merchant, L. C. Owen, Merchant, Fenton T. Newbery, A. A. McLean, Barrister-at-Law, W. A. O Morson, Barrister-at-Law, Chester B McNeill, Barrister-at-Law, Edward J Hodgson, Barrister-at-Law, George Peake, Merchant, Thomas Handrahan Merchant, John Ings, A. L. Bridges Merchant, Theo. L. Chappelle, Merchant, Fred Perkins, Merchant, Maurice Blake, Merchant, P. Conroy, M. D., D. O'M. Reddin, Druggist, Daniel Stewart, Merchant, Chas. Lyons, Merchant, Lewis Carvell, Merchant, W. E Dawson, Merchant, W. H. Stewart Merchant, J. S. Carvell, Merchant, Charlottetown; James Nicholson, Eldon; John Macdonald, Pinett; Malcolm Finlayson, Eldon; John W Macdonald, Garfield; Alexander MacMillan, Belfast; Alexander J. Macdougall, Orwell; Angus McKenzie, Mill View; Malcolm McKinnon, Uigg; John R Macdonald, Vernon River; Owen Sullivan, Vernon River Bridge; Dougald Macdonald, Orwell; John Macdonell, Vernon River; William MacMillan, Alberry Plains; Anselm Chisholm, Uigg; James W. Null, Vernon River Bridge; Daniel Macdonald, Glenco, Vernon River; John Hughes, William Clarke, Peter McMahon, County Line; Lewis C. Haslam, Bertham Haslam, William Haslam, Springfield; W. Wall, M. D., Terrence Goodwin, James Macdonald, William Oaks, County Line; Martin Cormack, William Cormack, Norborough; J. H. Haslam, Thomas Haslam, Angus Macdonald, Springfield; Daniel McLaren, Alexander M. Stewart, Joseph Saunders, A. W Cook, Simon Compton, Roderick McGregor, William Saunders, Benjamin Compton, Roderick Stuart, Alexander Stuart, Martin Martin, Daniel Compton, Lemuel Compton, William Compton, Alexander Macdougall, Belle Creek; Malcolm A. McMillan, Wood Islands; John Compton, Belle Creek; William Ross, Flat River; William Young, Wood Islands; Richard Maghar, James Maghar, Jeremiah Maghar, Michael Curran, George Duck, F. Turner, Pleasant Grove; John Power, William Whelan, Ronald Carmichael, Duncan Carmichael, Fairville; Patrick Coady, Vernon River; Michael Mahar, Keefe's Lake; Peter Campbell, Grand Tracadie, Richard Reid, William McGrath, Mill Cove; Alfred H Beers, M D C M, J. H. F. Beers, Hugh Malterville, Henry F W Wright, Daniel M Wright, John Wright, Ronald McDonald, Alexander J McDonald, Patrick Delshunty, Donald McGillivray, Thomas Dodd, Wm Beers, James W Huggan, George H Beers, John O'Keefe sr., Thomas Mahar, John T Koughan, Martin Koughan, Patrick O'Donnell, John A O'Keefe, Anthony O'Donnell, Patrick O'Donnell jr., John Fraser, jr., John Fraser, sr., Avondale, Lot 49; Alex. Fraser, David Hughes, Carroll's Road, Lot 48; Matthew Power, Peter Hughes, Avondale; Daniel McEachern, Hermitage; Michael McMillan, Veron River; Peter O'Donnell, John Ryan, Avondale; David O'Keefe, Keefe's Lake; James Mahar, Michael Stewart, Barrens; Wm McLauchlin, Donald Campbell, Grand Tracadie; Malcolm McAulay, Stanhope; Donald McDougall, Grand Tracadie; Edward Rice, Michael Campbell, Philip Hughes, Stephen McDonald, Mill Cove; John A McDonald, Hugh R. McDonald, John Walsh James Robinson, Charles McDonald, Patrick McDonald, Grand Tracadie; John C McAulay, Stanhope; Angus McDougall, Grand Tracadie; Patrick C Kelly, Donaldston; Jas. B Dougan, Black River; Daniel Hughes, P S Hughes, Bedford; James Traynor, W Campbell, Hugh Campbell, Mill Cove; Lawrence Smith, Duncan McPhee, Neil McDonald, John C. McDonald, Blooming Point; Peter McInnis, Joseph Steele, Glenaladale; Peter McKinnon, Mount Stewart; Duncan McInnis, North Side; Angus T McCormack, Point DeRoche; John McQuad, Pisquid; Edward Bunihan, Mount Stewart; James McDonald, Pisquid; P. McManus, jr, Dromore; John McDonald, jrg Allisary; Felix Feehan, Mount Stewart; Michael Cunningham, St. Andrew's; John McCormack, Point de Roche; Patrick Doyle, North Side; James A McInnis, French Village; Alexander A McDonald, Augustine McDonald, Allisary; Norman McDonald, Mount Stewart; Peter McAvinn Pisquid; John Eneas McIntyre, Mount Stewart; A G McDonald, Allisary; J. Ryan, Mount Stewart; Peter J Doyle, Point DeRoche; Patrick McKinnon, Pisquid West; Daniel McKinnon, Pisquid; John Wynne, James McCloskey, John McCloskey, James McCardle, P McCardle, Thomas McCloskey, Francis W Dougherty, Francis Martin Murphy, Dennis McCloskey, John Costello, James Duffy, John Martin Duffy, Peter Connolly, Bernard Wynne, T Murphy, Peter Connolly, jr., Emyvale, Lot 39; John Matheson, Archibald Darragh, Appin Road; Frank McQuaid, Dollar's Mills; Wm Costello, Wm Costello, Edward Malone, Francis Gallagher, Francis Malone, Andrew Wynne, John Currie, William Currie, Michael Costello, Green Bay; James Hughes, Patrick Rooney, Bernard Croken, James Duffy, Edward Croken, John Croken, James Power, James Gillis, Michael Croken, Arch. Gillis, Alex Gillis, Francis Gillis, Patrick K McEntee, Daniel McNeill, F P Murphy John P Duffy, County Line; Cornelius Murphy, John Howell, James Corley, sr., Tobias Coady, Patrick McDonald, Michael McDonald, Patrick O'Neill, John O'Neill, James Keegans, Michael Keegans, Wm Keegans, James Connolly, Francis McGregor, Henry Connoll, Peter Monaghan, Peter McQuaid, Thomas Woods, Thomas McQuaid Jas Carragher, Joseph McCloskey, James Murphy, John M, Coles, Lot 50; Chas. Higgins, Robert Carrie, Arthur Foster, Jas Edmonds, John Hayter, Robert Wise, John Hagan, M. Kelly, Walter Binns, Thomas Butler, James McMurrer, Henry Howatt, John McQuillan, Bernard Kiggins, James McMurrah, James Sullivan, David Cavanagh, John Manly, Charlottetown; Francis McKenna, Lot 48; Donald Cameron, Malcolm MDonald, Alexander McIntosh, John McIntosh, Murdoch McIntosh, Malcolm Stewart, Donald McIntosh, Kenneth McInnis, D Nicholson, Peter Kelly, Springton, Lot 67, James L Todd, Robert John Todd, Francis Panting, Pinette; Martin Martin, Eldon; David McLeod, Eldon; David McLeod, Charles McWilliam, Pinette; John McLellan, Newtown; Thos. McLellan, John McTavish, Eldon; Murdoch Morrison, John C. McDonald A Ross, Pinette; Alex. Dillon, Eldon; Hugh McWilliams, Surrey; James McLeod, Pinette; A D McEachern, Chas. McWilliam, Eldon; John J. McLeod, Point Prim; Murray Robertson, Wm A McNeill, Wm. A Clarke, Alex. W. Stewart, Cavendish; Simon Leclerc, Toronto; Paul Gallant, Moses Gallant, Joseph Gallant, Cavendish Road; P. Blaquiere, Toronto; Wm. McKay, Jas. Falconer, Wm. Chappelle, John McFayden, A. K. Henry, James A. McKay, Granville; Anthony Doiron, Joseph Martin, Leopold Perrault, Damas Gallant, Arch. Doiron, Jerome Pineau Zavier Martin, New London Road; Malcolm McLean, Murdoch McLeod, Surrey, Lot 58; Donald S. McLeod, Murdoch Buchanan, Duncan Buchanan, John Ross, John Buchanan, John R. McWilliams, Malcolm Buchanan, Surry, Lot 58; John Binns, J. P., Richard Y. McCoubrey, P. M., Hamilton Binns, James Bryanton, Stephen Peters, F Bradshaw, M. D., Chas. A Stephenson, James C. Stephenson, New Glasgow; Archibald Martin, Joseph Martin, New London Road; Rainey Blaquiere, Peter Martin, Cavendish Road; Bartholomew Doucette, Rustico; Lamang Doucette, Jos. Doiron, D, Line Road; Richard Ready, John A Whelan, Michael D. Ready, Wm. H. Ready, Michael Ready, M. A. Ready, Frank Duggan, Alex Campbell, Wm. H Campbell, John A Campbell, James Rundle, Irishtown; J H Cousins, Park Corner; Wm. Campbell, Irishtown; John McLeod, Park Corner; Theophilus Gallant, Epimaque Pino, Prosper Pino, Maurice Doiront, Eusebe Martin, Joseph Lendry, Mathias Leclair, Joseph Leclair, Leon Peters, Joseph Doiran, Andrew Doiron, Jerome Gallant, Peter Gallant, Simon Leclerc, Selves Leprey, Fedel Doirant, Joseph Peters, Moses Doirant, Clemang Peters Jerome Blacquier, Soter Pino, Louis Doirant Chas. Peters, Toronto; Edward Ayling, Dennis McCarthy, Patrick Hogan, G. Wakeford, Carles Dalziel, E G Love, Francis McRory, Jas. C Daly, P. Burke, Geo. Stanley, Charlottetown; Geo. Smith, Winslow Road, Lot 33; T. Crane, Cherry Valley; Patrick D Cox, Jas. O'Brien, Wm. Grant, John A Campbell, B Flannigan, John E. Chappelle, Charlottetown; Henry Hooper, Milton; Alex. McKinnon, Theo. L. Chappelle, Andrew Doyle, Ch'town; Patrick Duffy, Southport; John T. Mellish, Ch'town; John J. McDonald, Orwell; Neil Currie, Neil McEachern, West River; Bernard Doherty, Ch'town; Chas. McMillan, Alberry Plains; Daniel McDonald, H. Huntley, jr., John J. McKenzie, Angus McDonald, J B McDonald, Jos McDonald, Ronald McDonald, Jas. McDonald, Patrick Cairns, Alberry Plains; Francis Currie, Vernon River; Michael Bradley, Peter McIsaac, John Whittle, Alberry Plains; D M D Campbell, Alex J Campbell, Donald Campbell, Samuel Campbell, Owen McKenna Uigg; Colin McPhee, Alex C Shew, St Catherines; Malcolm McNeill, jr. Malcolm McNeill, Hector McNeill, Silas McNeill, Long Creek; John W McFadyen, Hector McFadyen, Alex McFadyen, Angus McLaughlan, Angus McFadyen, Alex S McPhee, John Shaw, St Catherines; James McKinnon, Donald Darrach, Long Creek; John D McCannell, St Catherines; Robert T Dixon, Little Sands; Malcolm K McMillan, Wood Islands; John McMillan, Wood Islands East; Alex McEachern, Angus Beaton, James Bain Pleasant Valley; John H. McMillan, Duncan Crawford, Wood Islands; Donald Nicholson, Pleasant Valley; Donald Munn, Wood Islands; John McDonald, Pleasant Valley; Donald Gillis, Rona; John A Munn, Wood Islands; John A Hume, Donald Martin, Wood Islands East; Donald McMillan Malcolm McMillan, Wood Islands; Miles Llyod, John MacDonald, Pleasant Valley; Joseph W Bell, Wood Islands East; John M Robertson, J P, Cavendish; Joseph Buote, George McKay, Cavendish Road; W M Robertson, Cavendish; John E Fraser, Cavendish Road; Moses Marin, Cavendish; Toronto; George Buote, Xavier Doiron, Robert Gallant, David Jack, John Buote, Cavendish Road; W G Rouston, J P, Dominick Dorion, Joseph Pineau, North Rustico; Andrew Aeters, Toronto; Peter S Doiron, Peter Gallant Charles Wyane, Silas Wyand, Lemuel Wyand, Andrew Doirant, Davendish Road; James McGonnell, Simon Bulger, J W Hodgson, B O'Callaghan, James Peake, James Lifferty, Donald McKenzie, John T Hearitz, James Egan, John Marr, Richard H Duffy, Robert Smallwood, H B Smith, Charles Hermans Edward Praught, John King, Patrick EcQuaid, Neil McKenzie, George H Foster, Patrick Brazel, Charlottetown; Allan Stewart, Clifton, New London; John White, Charles Cumming, Charlottetown; Thomas Adams, Sr Thomas Adams, Jr. John Adams Sr. John Adams, Jr John Simmons, George McLellan, Permines Simmons, John Adams, Peter Murphy, George Brander, James Power, Patrick Duggan, Hugh M C Campbell, Third Pond; John Murphy, William R Murphy, Benjamin Adams, David Bickering, Thomas Colston, Joseph Colston, Patrick Coady, Michael Duggan, William Duggan, Park Corner; Charles Buxton, Cape Traverse; John Gaffney, Fred H Haley, James Paillips, Richard Walsh, James Rush, Stephen Toole, Charles Bridges, John S MacDonald, John P Nicholson, John Ross, James McIsaac, Alex McDonald, R R Hodgson, M McQuillan, Chas McGregor, John Higgins, James P Landrigan, W J Fraser, Henry Edmunds, James Merry, T L Aitken, D Pound, Andrew Sullivan, Peter McFadyen, Ch'town; John Bell, Ch'town Royalty, Donald McKay, Oyster Bed Bridge; Hector McKay, Wheately River; Joseph Doucette, Wheately River; Leon Gallant, Hilare Gallant, Felix Gallant, Peter Gallant, Oyster Bed Bridge; James Macdonald, Neil Matheson, Wheatley River; Charles L Matheson, Isaac Gallant, William Matheson, Joseph H Matheson, John McKay, Oyster Bed Bridge; Ephraim Gallant, John A Ross, Rustico; Sylvester Doiront, Oyster Bed Bridge; James Power, William Newbury, John Macdonald, George Gallant, Eugene, Doucette, William Duncan, Andrew McRae, Hector McMillan, J Forristal, James Murphy, Mathias Halloran, Eli J Evans, Simon Forristal, John Flynn, John A Mann, William Johnson Mann, Charles Flynn, Martin J Murphy, Peter Warren, Michael Brown, Patrick Brown, Irishtown; James B Clark, George A Leard, Thomas H Robbins, Robert T Holman, Summerside; Edward Warren, Burlington; William Ramsay, Park Corner; James Ready, John Brown, William Delaney, Patrick Ready, Irishtown; Michael Brennan, James Reid, John A Power, Andrew Murphy, Bernard Fitzsimmons, Edward Halloran, Long River; D E Clarke, Angus McQueen, Charles Macdonald, Alexander Macdonald, Orwell; Donald Montgomery, Park Corner; James H A C Lord, Charles Bernard, French River, and about 1,000 others, for whose names we have no room.

CORRESPONDENCE.

To the Editor of the Herald.

"The means that Sir John yields must be embraced,
And not neglected; else, if Sir John would,
And we will not, Sir John's offer we refuse."

The importance of this election to Prince Edward Island should not be underestimated. Sir John and his Government, in voting the means for the examination and surveys made in the straits in connection with the proposed subway, which surveys were absolutely necessary before further action could wisely be taken, clearly shows the interest which they have taken in it. In his letter to Senator Howlan he says all, and pledges himself in every way, that we as reasonable and intelligent electors could expect. Had he promised what to our minds might sound unreasonable, we might then have grounds for concluding that it was, as Grit fanatics are inclined to stigmatize it, "nothing but an election dodge;" but this cry made against every proposed improvement has certainly worn itself thread bare. Before last election when the surveys were being made for the branch to Cape Traverse we were told it was nothing but an election dodge; but the railway has since been completed, and if we remain faithful to our interests we will in all probability have the satisfaction of seeing the subway completed in a reasonable time.

The absurd cry which one often hears, viz., "I will live and die Grit," or *vice versa*, is to my way of thinking the evidence of a weak and simple mind. I believe in every one reserving the right to cast his vote and influence on the side of the party from whom the most can reasonable be expected for the furtherance of the interests, not for self, but of the Province in which he resides.

I believe the time is now when we should be over cautious in deciding how we vote. We have pleaded a long time for our rights as embodied in the terms of confederation, and we all know and feel with what joy we would hail the realization of the completion to the letter of said terms. We know that if they are ever carried out it has got to be done by Government assistance, and that not in a stinted manner, but by their grasping the vexed problem with a masterly and determined hand, such as I feel justified in adding here, is characteristic of the present Government.

Sir John, taking the map of Canada, previous to the construction of the Canada Pacific Railway, laid his finger on Vancouver and said, "let that be the termius of the Pacific Railway."

What were deep gorges or mountain ranges to a man with an iron will and a fixed purpose. The railway has since been completed and Vancouver is the terminus. He has now with the same indomitable will laid his finger on Capes Traverse and Tormentine and said, "if this be at all practicable I will join these two capes with an iron band. Electors, don't mistake our present situation and vote away a chance which might not return again for years. If it is practicable Sir John has pledged himself to build it, and in heavens name don't you assume to be more wise and competent of judging of the practibility of the scheme, than are those eminent engineers, both in England and America, who have stated over their own signature that they believe such a subway feasible.

I plead with those who as yet have no confidence in this matter, and I ask that in justice to those who are laboring hard for our interests, that you do not throw cold water over their efforts. If you can do no good, don't do any harm. You acknowledge the subway would be a benefit to our Island, but neither you nor I can realize to what an extent Business men know under what inconvenience they are compelled to do business. Could they import their goods as they required them, we as consumers would not be asked to pay such large margins of gross profit in order for them to pay the interest, storage, insurance and risk, of carrying such heavy stocks through our long winters. Again the farmer would not be compelled to, as is often the case, sacrifice his crops in order to convert them into cash, as has often to be done on account of the shortness of the shipping season.

In conclusion, I beg of you not to be led astray by the statement that Blake and his porty are ever likely to build the subway for us. Look over some of the statements made. He has said, "It is a wild cat scheme." Welsh calls it a stove-pipe, and so on.

Will you pin your faith to a party who will speak so of a matter which is dear to the heart of every Islander, or is it not more reasonable to stick to a party whose leader has said, "We have connected all the different Provinces by a band of Iron except the little Province of Prince Edward Island, *which we are now about to bring in by legislation and subsidy.*" B.

Vote for the Government Candidates and refunds to Local Government.

The Crisis.

To the Farmers of P. E. I.

A few days ago, the *Patriot* newspaper stated, that the five hundred thousand dollars which was granted by Sir John Macdonald to Prince Edward Island, as the result of the trip to Ottawa recently by Messrs. Sullivan and Ferguson, was *on the condition*, that it should be ratified by a vote of Parliament at the next session of the House of Commons. Now, if this is the case, and we believe it is, it becomes every elector of Prince Edward Island, independent of party, to rally to the support of Sir John. If the "Old Chieftain" is returned to power, the money is ours, there is no doubt about that, but if he should be defeated, there is nothing for Prince Edward Island only "Davies' old tax curse." Let the farmers of this Island just think a moment. The interest of $500,000 at the low rate of 4 per cent. per annum means $20,000 per year for all time to come. That is just about the amount of money that Davies used to grind out of the people every year, in direct taxation, after paying the taxgatherers, some twenty-six per cent. of the amount which they assessed. It is true that for the last five or six years the present Local Government have not assessed the people one dollar of direct taxation, but have, instead, collected honest debts due us by the Dominion Government, but still we do not forget those dark days of taxation and dissatisfaction, which overshadowed this Province when Davies was in power, and in order that we may never return to them let every man interested in the welfare of Prince Edward Island, whether he be in Queen's, King's, or Prince County, vote every time for the men who will stand by Sir John and support him in Parliament.

ELECTOR.

February 18, 1887.

The Liberal-Conservative Party united the scattered Provinces and made Canada a great nation. Vote for them.

To the Editor of the Herald:

SIR,—I hear the Grits of this locality have made a new departure. Certain cats-paws are sent from house to house to slander Liberal Conservatives and abuse the HERALD. I am informed that Mr. Donald Allan, the oft-rejected, employs a good deal of his time in this way. Nothing but the proverbial hospitality of the people has saved this poor tool of the Organized Hypocrisy from getting bounced. Show him up.

Yours &c.,
TRACADIE.

Feb. 10, 1887.

[The HERALD deserves better treatment from a gentleman (?) who has been in arrears for upwards of two years.—EDITOR.]

Vote for the Liberal-Conservative candidates, and support Sir John Macdonald in giving us our rights.

A Grit Side-Show.

To the Editor of the Herald.

SIR,—The meeting at Dundas on the 5th inst., was largely attended, and two-thirds of the electors present were in favor of Macdonald and Muttart. The Grit candidates made a very poor impression. The meeting closed with three rousing cheers for Sir John Macdonald, and cries of "Down with the Grits."

On the same evening a Grit Side-Show was held at Groshant. A certain M. L. C., known as the "political rocking horse," accompanied by a Grit J. P. from Annandale, drove to Groshaut and "telephoned" through the settlement that a public meeting was to be held. They succeeded in attracting two or three adult Grits and about a dozen schoolboys whom they harrangued for about two hours on the necessity for abolishing the Dominion Senate, and the eccentricities of Big Bear and other dignitaries connected with the Northwest Rebellion.

At the close the boys gave three anti-rebellion cheers, and dispersed rather disappointed with the performance.

I tell you—boys are too-well posted now-a-days to be humbugged by fifth-rate orators.

Yours, &c.,
SCHOOL BOY.

Groshaut, King's Co., Feb. 8, 1887.

Vote for the Government candidates and Reciprocity.

Sir John's Letter to Senator Howlan on the Subway:—

COPY.

EARNSCLIFFE, OTTAWA,
January 28th, 1887.

MY DEAR HOWLAN,—

Referring to our several conversations and especially to the one of to-day, on your return from the South, I desire to repeat that the Government has shown its interest in your Subway already, by the expenditure last year.

The Government continues its interest and is encouraged to make further examinations and surveys, and to submit those already made, as well as those proposed to be made, to a Board of Civil Engineers accustomed to hydraulic works, and works altogether or principally in the water, with a view of ascertaining—1st, the feasibility of construction; 2nd, the durability; 3rd, the danger of injury or destruction from any known causes; and 4th the cost. This all important point will be strictly scrutinized in Parliament, and it must depend on the amount necessary for the construction of the Subway, whether the representatives of the people will consent to incur the expense.

The surveys and reports can be easily and speedily obtained, and I trust that the report will be such as to justify the Government in entertaining the project.

Believe me to be,
Yours very truly
JOHN A. MACDONALD.

Vote for the Government candidates and protection of our fisheries.

A WESTMORELAND County correspondent of the Moncton *Times* of the 9th inst., writes as follows:—

"The success of Senator Howlan's subway or some other way, that will give P. E. Island facilities for crossing from Caps Traverse to Cape Tormentine at all seasons of the year, may be, and almost certainly will be, defeated by Westmorland electing a Grit, and so giving encouragement to the party. * * * * * Let matters fall into the hands of the Grits and the old *Northern Light* and primitive iceboats will remain as in the days of our fathers, and would cost more in the end through repairs and alterations and Government subsidies than would build a good and efficient crossing at the Capes, such as the conservatives have in contemplation. It may be said that one vote in the commons is not much, but one vote and its influence might prove destructive to our country's interest."

The above extract shows plainly that the people of the mainland are strongly in favor of the Subway and dread the return of the Grits to power.

Latest Telegrams.

HALIFAX, Feb. 12.—Joseph McLelan, 76 years of age, engine-driver and shunter on the Intercolonial, met his death in an extraordinary manner yesterday. While in conversation with a fellow employe, McLelan remarked: "If I get over this day I shall complete my thirty years on the road." A few minutes after saying this, he placed an oil can with a sharp nozzle on the step of the engine, and went to get up into the cab, but missed his footing, fell and struck the nozzle of the oil can, which entered behind his ear. As a result of this accident the unfortunate old man died some two hours later.

HALIFAX, Feb. 12.—The exports from this port for the month of January shows an increase of $137,000 over those of the same month last year.

NEW YORK, Feb. 12.—Boodle Alderman O'Neill has been sentenced to pay a fine of $2,000, and to be imprisoned for four-and-a-half years in the penitentiary.

ST. PETERSBURG, Feb. 12.—The Czar has ordered the Russian fleet from the Mediterranean to Japanese waters.

LONDON, Feb. 12.—One of the National Line steamers has been spoken at sea in a disabled condition.

DUBLIN, Feb. 14.—At Loughres, on Saturday, two hundred policemen were refused food and shelter.

HALIFAX, Feb. 14.—The *Herald* publishes an important letter from Newfoundland, describing the distress among the fishermen there, and contrasting their unhappy lot with the happy and contented position of the Canadian fishermen.

TORONTO, Feb. 14.—Mr. Blake's defeat in West Durham is certain, and the Grit defeat will probably turn into a complete route. The Grit leaders are all at sixes and sevens. Blake is saying he will not interfere with the N. P.; Cartwright denounces it as legalized robbery. Philosopher Mills will be badly beaten.

OTTAWA, Feb. 14.—Mr. Stewart of the Ottawa *Free Press*, is the dummy candidate in Carlton. This is an attempt to prevent the Premier's election by acclamation.

MONTREAL, Feb. 14.—Rev. Father Dowd, one of the most popular Irish priests in Montreal, vigorously denounced the Grit campaign of slander during Mass yesterday. He practically spoke in favor of the N. P. candidate.

Valuable Farm for Sale.

THE Subscriber offers for sale a FREEHOLD FARM of One Hundred Acres, Seventy of which are cleared, the balance being covered with an excellent growth of Soft Wood, principally Cedar. The farm is pleasantly situated, having a frontage of 16 chains on the shore, where an abundance of Sea Manure can be procured. Marsh and Black Mud can be had in abundance. It is within four miles of Tignish Station, convenient to Mills, Schools and Churches. There is a good Dwelling House, two Barns, Granary, Wood House, Tool and Machinery House, all in good repair. There is on the premises an excellent well of water; also a brook running across the farm. The property is fenced in a first-class manner with Cedar. For full particulars apply to the owner.

THOMAS PHEE.

Norway, Lot 1, Feb. 18, 1887—4i

DIRECTIONS TO VOTERS.

QUEEN'S COUNTY.

The following is the form of ballot to be used in the election for Queen's County marked as it should be by all voters for CAMPBELL and FERGUSON:—

Election for the Electoral District of Queen's County District, P. E. Island, February 22, 1887.

I.	CAMPBELL. William Campbell, of Milleville, Park Corner, Queen's County, Farmer and Mill Owner.	X
II.	DAVIES. Louis Henry Davies, of Charlottetown, Queen's County, Barrister-at-law.	
III.	FERGUSON. Donald Ferguson, of Tulloch, Queen's County, Farmer and Stock-raiser.	X
IV.	WELSH. William Welsh, of Keppoch, Queen's County, Farmer and Ship-owner.	

KING'S COUNTY.

The following is the form of ballot to be used in the election for King's County marked as it should be by all voters for MACDONALD and MUTTART:—

Election for the Electoral District of King's County District, P. E. Island, February 22, 1887.

I.	MACDONALD. Augustine Colin Macdonald, of Montague, King's County, Merchant.	X
II.	MACINTYRE. Peter Adolphus MacIntyre, of Souris, King's County, Physician.	
III.	MUTTART. Ephraim Bell Muttart, of Souris, King's County, Physician.	X
IV.	ROBERTSON. James Edwin Robertson, of Montague, King's County, Physician.	

PRINCE COUNTY.

The following is the form of ballot to be used for Prince County:—

Be sure to make a cross in pencil opposite the names of HACKETT and LEFURGEY.

Election for the Electoral District of Prince County, P. E. Island, February 22nd, 1887.

I.	HACKETT. Edward, of Tignish, County of Prince, Merchant.	X
II.	LEFURGEY. John, of Summerside, County of Prince, Merchant.	X
III.	FERRY. Stanislaus F., of Tignish, County of Prince, Yeoman.	
IV.	YEO. James, of Port Hill, County of Prince, Merchant.	

HOW TO MARK THE BALLOTS.

Be sure to mark your ballot for the Liberal Conservative Candidates.

"The elector, on receiving the ballot-paper, shall forthwith proceed into one of the compartments of the polling station, and there mark his ballot paper, *making a cross with a pencil on any part of the ballot paper within the division* containing the name of the candidates for whom he intends to vote, and shall then fold up such ballot-paper, so that the initials on the back can be seen without opening it, and hand it to the Deputy Returning Officer, who shall, without unfolding it, ascertain, by examining the initials, and the number upon the counterfoil, that it is the same he furnished to the elector, and shall first detach and destroy the counterfoil, and shall then immediately, and in the presence of the elector, place the ballot-paper in the ballot-box.—*Ballot Act, Sec. 45*

No voter should make any mark on the ballot-paper save one cross on any part of the ballot-paper within the division containing the candidate's names for whom he intends to vote. If the voter writes his name or initials, or any marks, except the X he makes his ballot worthless.

A simple cross upon the ballot for your candidates will assist in electing them. Any other mark or writing will contribute to their defeat.

1. Poll opens at 9 o clock a. m., and closes at five o'clock p. m.
2. Vote early.
3. See that your Liberal Conservative neighbor votes early also.
4. If you have a sleigh, place it at the service of your Committee to bring tardy voters to the polls. Give the information to the Secretary of Committee.
5. Do not "pair" on polling day with your Grit neighbor. Poll your own vote and let him look out for his own.
6. Poll every possible vote; the loss or gain of a single vote in each polling division may make all the difference between victory or defeat.
7. Each Liberal-Conservative should vote as though the result of the election depended upon his individual exertions.
8. Remember that any bribery, corrupt treating, hiring of vehicles, paying of voters' expenses, or any undue influence, will not only void the election, but is punishable by law.
9. Electors can only vote at the polling division where their names are registered.
10. Any elector's vote may be challenged who has received anything on account of his vote, or has been promised anything directly or indirectly, either to induce him to vote at the election or for loss of time, travelling expenses, hire of teams, or any other service connected therewith; or even if the said elector has directly or indirectly paid or promised anything to any person, either to induce him to vote or to refrain from voting at the election.

LECTURE

THE RE