

# The Daily Examiner.

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NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, SATURDAY, APRIL 17, 1886.

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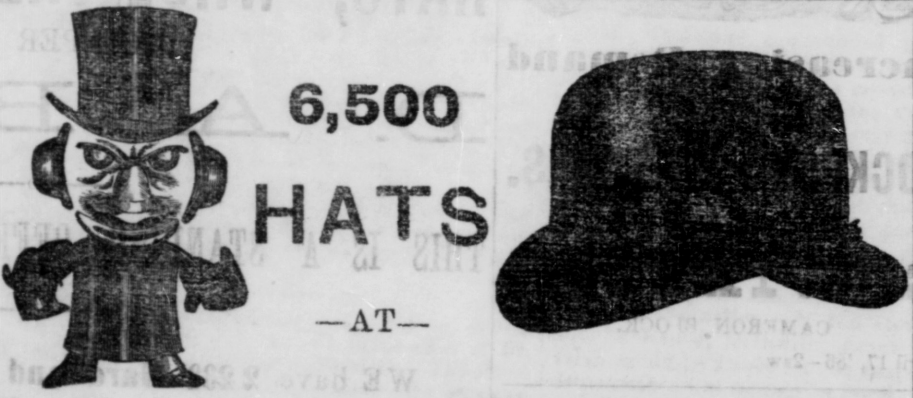
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### ALMANAC FOR APRIL, 1886.

MOON'S CHANGES.  
New Moon 4th day, 10th, 18.1m., a. m. S. E.  
First Quarter 11th day, 4th, 31.5m, p. m. SW  
Full Moon 19th day, 10th, 46.7, a. m. N.  
Last Quarter 26th day, 1h, 3.0m, a. m. E.

DAY OF WEEK	Sun	Moon	High	Low
1 Thursday	h m	mm	ft	ft
2 Friday	42	25	4 54	9 45
3 Saturday	40	26	5 22	10 20
4 Sunday	38	27	5 49	10 53
5 Monday	37	29	6 17	11 27
6 Tuesday	35	30	6 45	morn
7 Wednesday	33	32	7 23	0 2
8 Thursday	31	33	8 2	0 46
9 Friday	29	34	8 48	1 21
10 Saturday	27	35	9 41	2 9
11 Sunday	25	37	10 40	3 6
12 Monday	23	38	11 46	4 20
13 Tuesday	22	40	12 56	5 49
14 Wednesday	20	41	2 8	7 12
15 Thursday	18	42	3 21	8 16
16 Friday	16	43	4 34	9 7
17 Saturday	14	45	5 47	9 51
18 Sunday	13	46	6 57	10 32
19 Monday	11	47	8 7	11 7
20 Tuesday	9	48	9 13	11 49
21 Wednesday	8	50	10 12	12 42
22 Thursday	6	52	11 12	1 5
23 Friday	4	53	morn	1 43
24 Saturday	2	54	0 1	2 33
25 Sunday	0	55	0 45	3 26
26 Monday	4 58	56	1 24	4 32
27 Tuesday	57	58	1 55	5 43
28 Wednesday	56	7	0 29	6 41
29 Thursday	54	1	1 27	7 46
30 Friday	4 52	2	3 23	8 33



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### L. E. PROWSE'S, WILL BE SOLD CHEAP.

MOST of this stock has been bought at about 30 per cent. less than regular prices, therefore Big Bargains will be given in every line. For Style, Quality and Low Price we leave all other competitors behind.

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Ch'town, March 20, '86—cod wky

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1000 TAPE HATS and BONNETS at 10c. each.

MOURNING GOODS a Specialty.

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200 Patterns to select from. Excellent Value. LACE CURTAINS, ROOM PAPER, CARPETS.

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We keep all the Choice Brands on hand, such as—

### Matchless, Kent, Victory, Forest City, Queen, Our Favorite, City Mills, brls. and half-brls. &c.

— ALSO — CHOICE PASTRY, in half-barrels.

Every Barrel Warranted. Give us a call before buying elsewhere.

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## JAMES D. TAYLOR, QUEEN SQUARE.

Ch'town, Feb. 23, '86.

## THE SUBWAY.

### Senator Howlan's Speech

On the Second Reading of the Bill to Incorporate the Northumberland Straits Railway Co.

### THE SCHEME DESCRIBED.

### THE ISLAND VINDICATED.

(Concluded.)  
So the matter has taken a very tangible shape in other places. Another thing which has occurred to hon. gentlemen has been with regard to the weight of the water and the contraction of the tunnel. I may say that the tunnel is capable of sustaining a pressure of 4,000 tons to the lineal foot or 40,000 tons to the ten feet, and that engineers qualified to give opinions on the subject say that it is more than sufficient for the water which we have in the Straits, and which I shall describe presently. The tube is made of chilled white iron, which is anti-rustive. The same kind of metal has been used in a similar way in New South Wales, and after a thirteen years' use there.

It has proved to be ANTI-CORROSIVE, the only appearance of injury to the metal being a sort of hard grease which arises from the action of the sea-water, so that the difficulty would be overcome. With regard to the shrinkage of iron edgings, they found that the shrinkage of the metal would be about .008 per cent., and of the concrete .009 per cent. It is proposed to put concrete inside of the tunnel to the depth of two feet eight inches in the bottom and one foot all around. To make the metal and the concrete come together it was necessary to put in strips so as to equalize the shrinkage. The reason why I propose to put two feet eight inches of concrete in the bottom instead of a greater depth is this: the bridge across the Seine in Paris is at the apex but two feet eight inches in thickness and yet it carries all the traffic. I thought that was sufficient, and on consulting eminent engineers I found them to be of the same opinion. The shell is to be two inches thick, the flanges four and a-half, and the shrinkage strips six inches thick. The difference in the temperature of the water makes it necessary that we should have the weight of water on the tube established beyond a doubt. The difference in temperature forty feet below the surface is very little. The water at that depth is never as low as thirty-two degrees Fahrenheit, because it does not freeze, and probably is never below 39, because that is the point of the greatest density beyond which it would not sink to the bottom. Experiments made by the United States Fishery Commission Steamer Speedwell, under the direction of Professor Spencer F. Baird, in Halifax Harbor show that water at from 49 to 50 feet below the surface is about 35 degrees the year around. It is known from similar examination made in Lake Superior that the same state of affairs exist there. It is therefore fair to assume that in the Gulf of St. Lawrence the temperature of the water is sufficiently uniform to require no special precautions to be taken. Mechanical engineers and others who have paid much attention to the facts relating to the bearing of temperature on iron structures say that the expansion and contraction caused by change of temperature is less on short sections than it is on long sections—for instance there would be less contraction and expansion in a ten-foot section than there would be in a hundred feet section, and as we propose to make this subway in ten-foot sections there will be little difficulty on that account.

Senator Howlan then read letters from Messrs. Light and Shanley and other eminent engineers, who state that the Subway scheme is practicable. I next submitted the matter to a gentleman who at one time was the chief engineer of the United States army, Mr. McAlpin, who is now, and has been for some time past, chief engineer of the State of New York. He is a member of the Institute of Engineers of England and holds the "Telford" medal. He writes:—  
CITY OF NEW YORK, HARLEM RIVER BRIDGE COMMISSION COTTON EXCHANGE BUILDING, NEW YORK, January 23rd, 1886.  
To the Submarine Tunnel and Tube Co. GENTLEMEN,  
During the last three years I have been frequently consulted by Mr. H. Hall regarding the plans of his patented process of subaqueous tunneling and have taken occasion to examine and advise in regard thereto and have carefully considered its applicability for operating under great depths of water.  
The process of securing the machine at the proper level in the bed of the channel, that of forcing it forward as the excavation progresses (aided by the water jet acting upon the earth in front) the use of an incrustive shell for the tube and many other devices to accomplish the object aimed at with the greatest economy have all been attended to in this process.  
From the descriptions which have been furnished to me of the character of the bed of the Northumberland Straits, where it is proposed to use this process, I am of the opinion that it will accomplish the work in the most successful and economical manner that can be devised, and with judicious management there is no doubt in my mind of the complete success of this process at the Straits.  
Respectfully,  
WM. J. McALPIN.  
I dare say the leader of the company will remember this gentleman.  
HON. SIR ALEX. CAMPBELL—Yes, quite well.  
HON. MR. HOWLAN—He advised with respect to the canal of this country, and with

## THE SUBWAY.

respect to the improvement of the harbor in Montreal. I have also a letter from Dr. Bull, who is the professor of civil engineering at New York University, and has been for some forty years. He says:

31, Gramercy Park, New York, March 10th, 1886.  
HON. GEO. W. HOWLAN,  
DEAR SIR,—For several past I have frequently consulted with Mr. Hayden H. Hall of New Hamburg, about submarine tunnelling.

The method of using a water-light caisson, invented by him, supplied with all necessary machinery and tools, as a movable workshop at the head of the tunnel, where the work of construction goes on, has always commended itself to my favorable consideration as being of great value, both in regard to the safety of those employed, and cheapness in construction of the work.  
The many ingenious devices adopted by him to surmount the engineering difficulties, such as the travelling speeds to counteract lateral disturbances, the hydraulic jets to remove obstructions to the free advance of the caisson, and other contrivances which are found in his plan, are guarantees of his ability to accomplish the object sought. I have no hesitation in pronouncing this method as possessing more eminent merit in respect to simplicity, economy and rapidity of constructing subways under water, than any other that has yet been devised.  
In September last, I visited with Mr. Hall, Cape Traverse and Cape Tormentine, and made personal examination of the place where it is proposed to place a submarine tunnel to connect Prince Edward Island with the mainland, and after extended enquiries of those who have long lived in the neighborhood, and have been in the habit of navigating the Straits both in summer and winter, I arrived at the firm conviction that the location afforded great facilities for the object sought.

Still further, a careful examination of the surveys made by Commander Orlebar, R. N., in 1836, and the soundings made since our visit, by Capt. Philip Irving, taken at each fifty feet across the Straits from the pier near Cape Traverse to the end of Jourdain Reef, shows that the bottom of the Straits is favorable for the building of the tunnel, there being no sudden depression in the whole distance, and the surface being mostly sand and gravel giving a good foundation to rest upon. This with ordinary care and skill there will be no great difficulty in its construction under the method of Hall's patent.  
The precise cost cannot finally be determined until borings of the bottom are furnished, yet from all that we can glean from the data now before us, I would judge that the expense would not be far from four million and five hundred thousand dollars.  
Very respectfully yours,  
R. H. BULL, Ph. D.,  
Emeritus Prof. of Civil Engineering,  
New York University.

I have detained the House by reading those letters, so as to show that this matter was very properly said to be beyond the region of conjecture. Some hon. gentlemen are unduly bringing these matters before the House, and that as we have a winter steamer we ought to be satisfied with it; but these gentlemen should remember the incidents of last winter, and the misfortunes of the steamer during the present winter, and consider that it is not a very pleasant experience for people who have to cross there. But we are told that nobody crosses there. When asked how many people cross the Straits, my answer always is that none except those who are compelled to go over will cross—no one will make a pleasure trip of it.  
During the consideration of the question submitted by the hon. member from New Westminster the other day, some difference arose between us with regard to the view he entertained of the statistics of Prince Edward Island. At that time I stated to my hon. friend that the statements which he made were inaccurate, inasmuch as they did not show the correct amount of revenue derived by the Dominion from Prince Edward Island. With the permission of the House, I should like to take up this question of the expenditure and revenue connected with that Province, as I know the impression remains on the minds of hon. gentlemen that the amount of revenue collected from Prince Edward Island is not equal to expenditures out of the Dominion treasury for that Province. I know that when they refer to the Blue Books their opinions are borne out. On reference to the Blue Book I find that we are stated to have paid into the Dominion revenue for the year ending June 1885 the sum of \$187,642.80. I took exception to that as being an improper statement, and not a statement of what may properly be called the facts of the case. It is quite amusing to read the figures in the Trade and Navigation Returns.

HON. MR. NELSON—I shall be prepared to call the hon. gentleman to order if he behaves badly to British Columbia.  
HON. MR. HOWLAN—I shall only do what my hon. friend from New Westminster did the other day, give the House a statement from the Blue Book. After having gone carefully through the Blue Book and noticing the different items given in the returns which Prince Edward Island, in common with other portions of the Dominion, pays in duties on goods not manufactured in this country, we find that she pays her proportion per capita with all the other provinces. I make that statement, and it can be sustained, with reference to the many items of imports, woolsen goods, linen goods and foreign liquors, not the produce of this country. I shall call the hon. gentleman's attention to one fact as a sample of all the rest. In the Trade and Navigation Returns, under the head of "playing cards" we find that Ontario imported from all parts of the world 36,737 packs; Quebec, 32,580 packs; Nova Scotia, 4,147 packs; New Brunswick, 1,137 packs; Manitoba, 7,032 packs; British Columbia, 20,593 packs; Prince Edward Island, 1 pack, on which there was duty paid six cents.  
HON. MR. DICKEY—"No cards."  
HON. MR. HOWLAN—So far as the morality of the question is concerned, if there is any morality connected with it, I shall leave it to my hon. friend to explain why British Columbia with a population of 16,000 should find it necessary to import 20,000 packs of cards, while there was only one pack imported into Prince Edward Island which has a population of 120,000.  
HON. MR. DICKEY—I should like my hon. friend to explain where they got their cards.  
HON. MR. NELSON—I do not see anything immoral in a quiet game of cards.  
HON. MR. HOWLAN—I do not question the morality of the people of British Columbia, in referring to this return. I find that in 1880 the total imports of Prince Edward Island amounted to about \$747,000, on which we had then a duty of 12 1/2 per cent.,

## THE REVENUE HAS INCREASED

three times over since Confederation. The last census shows Prince Edward Island with 65 head of live stock for every 100 acres of improved land, whilst the other provinces show only 38 head per 100 acres. To every acre of improved land we show a yield of 100 bushels, as against 61 bushels in the other provinces. Take the value of our fisheries as against the value of the other provinces, we have \$17 per head as against \$3.50 for the rest of the Dominion. Take our savings banks, certainly the best indicator we have of our prosperity, they show a deposit of \$16 per head as against \$7 per head in the other provinces. From our isolated position we do not show as well in manufactures, which are only \$31 per head to \$7 for the rest of the Dominion.

What we received from the Dominion Government, and the amount they assumed and paid for us and are still paying for us, taken from the public accounts of 1883-84, is as follows:  
Interest on debt of Island, assumed by Dominion, at 4 per cent. .... \$ 23,810  
Interest on cost of Prince Edward Island Railway, including Cape Traverse Branch, \$3,654,356 at 4 per cent. .... 146,174  
Interest on amount paid by Dominion Government for purchase of Proprietary Estates, \$7,976,711 at 4 per cent. .... 20,919  
Subsidy to Province, including 1885-86 Postal expenditure, including \$12,000 for steamboats and sailing craft, and \$13,722 to Prince Edward Island Railway, .... 59,809  
Gas Inspection by Militia, say ..... 9,769  
Paid to Indians ..... 1,870  
Judges, salaries, etc. .... 18,800  
Govt. Governor's salary ..... 7,000  
Maintenance of Northern Light, .... 19,529  
Lighthouse and Coast Service ..... 19,069  
Fisheries ..... 2,767  
Half cost Telegraph to Mainland, .... 390  
Excise ..... 2,345  
Weights and Measures ..... 1,385  
Gas Inspection, ..... 390  
Quarantine ..... 885  
Collecting Revenue ..... 21,249  
Auditor's office, Charlottetown, ..... 2,485  
Savings Bank, Summerside, ..... 200  
Public Buildings ..... 7,361  
Harbors and Rivers ..... 15,382  
\$508,908

Locomotive power ..... \$ 85,402  
Car Expenses ..... 36,718  
Maintenance of Way and Works ..... 70,421  
Renewals ..... 11,532  
Station Expenses ..... 24,802  
General Charges ..... 11,826  
\$220,351  
Less Receipts of Railway ..... 114,504  
\$634,655  
HON. MR. POWER—If the hon. gentleman will excuse me for interrupting him, I think he will find that the Public Accounts show there is a deficit in the working of the Island Railway of \$100,000.  
HON. MR. HOWLAN—I gave them credit for \$75,000 the year before, and I gave them credit for the interest on the railway and the loss of working it, and I do not think that these figures can be disputed. Now if we take the Public Accounts for 1883-84, we find that the average amount of

CUSTOM DUTIES PER HEAD of the population paid by Prince Edward Island was \$4.93. Estimating the population of Prince Edward Island at 120,000, which would give about the natural increase 1881, we would have the following as the Island's contribution:—  
From Customs ..... \$301,000 00  
" Excise ..... 136,459 10  
" Howlan ..... 144,504 12  
" Post Office ..... 30,000 00  
" Northern Light ..... 6,250 00  
" Sick Mariners' Fund ..... 694 48  
" Steamboat Inspection ..... 280 72  
" Weights and Measures ..... 637 14  
" Gas Inspection and Law Stamps ..... 791 51  
" Fishery Licenses ..... 80 00  
" Customs Seizures ..... 250 00  
\$611,422 95  
That is the amount which Prince Edward Island contributes to the Dominion Treasury instead of \$195,000 set down in the Public Accounts. The difference between the two statements is 716,000. That amount the people of Prince Edward Island contribute to the Dominion Treasury in excess of what she is credited with, and the amount of revenue derived by the Dominion from the Island is \$276,000 more than the Island costs the Dominion, which is a sum more than sufficient to build the Subway,

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Feb 8, 1886—cod wky

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July 15—dly wky

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Oct. 20,