

THE CANDIDATES TO VOTE FOR.

- KING'S COUNTY.— A. C. McDonald. E. B. Muttart, M. D. QUEEN'S COUNTY.— Donald Ferguson. William Campbell. PRINCE COUNTY.— Edward Hackett. John Lefurgey.

THE DAILY EXAMINER.

FEBRUARY 12, 1887.

THE SUBWAY MEETING.

The absorbing interest of the people of this Province in Senator Howlan's Subway Scheme was evidenced by the great meeting held last evening. Though the night was one of the stormiest of the season, the Hall was filled with people, hundreds being compelled to stand in the unseated space near the door.

Senator Howlan had not been long on his legs before he showed that the claim of Mr. L. H. Davies to political credit for having procured the survey of the Strait which was made last summer, had no more substantial foundation than the baseless fabric of a vision.

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 interests 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 letter was heard by the immense audience with evident expressions of approval. The course indicated in it, is the reasonable and judicious course which THE EXAMINER, some time ago, ventured to predict that the Government would pursue. No sensible man would expect a Government to undertake so great a work before it was possessed of data to meet all the reasonable objections of representatives of the people of Canada who are anxious that the debt of the country shall not be increased unless for legitimate purposes of public utility.

Senator Howlan resumed his seat amidst a round of applause. The Hon. W. W. Sullivan then responded to a call of the audience, and delivered an excellent address. He reviewed the negotiations in which he had taken part with the Dominion Government concerning the Subway. It is, of course, not the duty of the Provincial Administration to point out to the Dominion authorities what particular course they shall pursue, what scheme they shall adopt, to fulfil the bargain with Prince Edward Island. But, personally, he had discussed the Subway Scheme with Sir John and other members of the Cabinet, and he would do them the justice to say that they had evinced a warm interest in it.

Senator Howlan related in brief what had been done to induce the capitalists and the Government to favorably consider the Subway Scheme. He referred to the competent engineers who have declared it feasible, including Sir Charles Bramwell, the Chief of the Institute of Engineers of England; Sir Douglas Fox, who built the Severn Tunnel; Sir Charles Fox, who built the Mersey Tunnel; General Newton, Chief Engineer of the United States Army and Navy; General MacAlpine, past Chief Engineer of the United States Army and Navy, now Chief Engineer of the Arevalo Railway Company, New York; W. R. Hutton, Chief Engineer of the Harlem Bridge now in course of construction; Andrew Onderdonk, C. E., who built the Sea Wall around San Francisco and the Rocky Mountain section of the C. P. R.; R. P. Rothwell, C. E., M. E.; Professor Wahl, C. E., of the Franklin Institute, Philadelphia; Professor R. H. Bull, of the New York University; W. H. Snow, C. E.,

New York State Engineer; the Editor of the Engineering News, C. E., M. E., and the Editor of the Railway Gazette; and dealt at large with the great questions of cost and the benefits to Canada (and this Province in particular,) which would result from the construction and successful operating of the proposed Subway. Estimating the cost at \$5,000,000, the interest would be about \$200,000; and—in loss on operating the P. E. Island Railway, in subsidies to steamers, in the maintenance of the winter service at the Capes, etc.—the Dominion Government are actually now out of pocket that much every year by reason of the isolation of this Province! So that the public burden of the country would not be increased; while our young men would receive employment at home and not be compelled to go abroad; manufacturing industries would be developed, farmers would be enabled to export stock and other produce at all seasons of the year,—if only the proposed Subway were constructed!

Another prospective advantage, of Canadian importance, to be obtained through the medium of the Subway was forcibly portrayed by Senator Howlan. The distance from Belleisle to Quebec is 762 miles; from Belleisle to Georgetown the distance is only 390 miles; and if the British mails and passengers from Liverpool were landed at Georgetown they would reach Montreal by means of the Subway and the Short Line Railway now to be built, at least twenty-four hours sooner than by pursuing the ordinary course; and, moreover, this route would be unimpeded by ice several weeks longer in each year than the Quebec route.

The negotiations of Senator Howlan with the Dominion Government respecting the Subway Scheme, were highly satisfactory. While Hon. Messrs. Sullivan and Ferguson were in Ottawa last winter, he had submitted the scheme to the Government in Council. Sir John Macdonald and his colleagues gave it their careful consideration. Before and since that time he had had interviews and correspondence with the Leader of the Government concerning the matter; and finally he had received from Sir John the following letter:—

COPY. EARNSCLIFFE, OTTAWA, Jan. 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 interests 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 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 fully, JOHN A. MACDONALD.

The Hon. Senator Howlan. This letter was heard by the immense audience with evident expressions of approval. The course indicated in it, is the reasonable and judicious course which THE EXAMINER, some time ago, ventured to predict that the Government would pursue. No sensible man would expect a Government to undertake so great a work before it was possessed of data to meet all the reasonable objections of representatives of the people of Canada who are anxious that the debt of the country shall not be increased unless for legitimate purposes of public utility. By this letter the Government of Sir John Macdonald is clearly pledged to obtain such data, and to submit it to Parliament; and moreover Sir John expresses a warm personal interest in the project.

Senator Howlan resumed his seat amidst a round of applause. The Hon. W. W. Sullivan then responded to a call of the audience, and delivered an excellent address. He reviewed the negotiations in which he had taken part with the Dominion Government concerning the Subway. It is, of course, not the duty of the Provincial Administration to point out to the Dominion authorities what particular course they shall pursue, what scheme they shall adopt, to fulfil the bargain with Prince Edward Island. But, personally, he had discussed the Subway Scheme with Sir John and other members of the Cabinet, and he would do them the justice to say that they had evinced a warm interest in it. Sir John himself gave Mr. Sullivan the names of several eminent English engineers for the purpose of having them consulted; and while in England last year with Mr. Ferguson, Mr. Sullivan had called upon Sir Douglas Fox and explained the scheme to that celebrated engineer with very favorable results. He had also consulted Mr. Walter Shanley about it, and been assured by that gentleman that the scheme was feasible, and could, in his opinion, be carried out at a cost of about \$5,000,000.

Mr. Sullivan then discussed, at some length, the question as to which Party is the more likely to take up the scheme and provide for the fulfilment of the terms of

Union. He referred to the great risks the Government had taken, the great difficulties they had grappled with and overcome in their successful endeavor to fulfil the terms of union with British Columbia, and explained how they had provided that the capital they had borrowed and expended should eventually be repaid out of the sums to be received for the lands in the Northwest, which, without the railway, would forever have remained worthless for the practical purposes of a civilized people. On the other hand, he referred to Mr. Mackenzie's opposition to the vote of the money required for the Cape Traverse Railway, to the declarations of Messrs. Blake and Cartwright that Ontario had to furnish all the money expended on public works constructed in the Maritime Provinces, to the unremitting opposition of the entire Grit Party to the fulfilment of the terms with British Columbia by the construction of the Canadian Pacific Railway, to the fact that Mr. Blake within the past few weeks declared that Senator Howlan's Subway Scheme was "a wild cat scheme." From these facts Mr. Sullivan had no difficulty in drawing the conclusion that the great Liberal-Conservative Party were more likely to entertain the Subway Scheme and to maintain the honor and credit of the Dominion by fulfilling to the letter—as they have done in the case of British Columbia—the terms of Confederation with Prince Edward Island.

Hon. Mr. MacLeod responded to the call of the meeting and delivered a short, pertinent, stirring speech in which he dealt with the public debt and revenue, and then bearing upon such a work as the proposed Subway. He appealed to the electors of Charlottetown to support in the coming election the Party of Union and Progress led by Sir John Macdonald; and concluded by moving that a cordial vote of thanks be tendered to Senator Howlan for the effort he had put forth to obtain for Prince Edward Island the unestimable boon of continuous communication with the mainland.

Senator Carvell began his speech with an apology which was not necessary. His address was a capital one. He referred to the Patriot's statement that for the names struck off the list on the representation of Mr. Davies, the disfranchised electors "have to thank Sir John who forced the Franchise Act on the country in spite of all the Liberals could do to prevent it becoming law," and reminded the meeting that the 200,000 young men of this country who have the right to vote in the coming election possess that right in spite of the strenuous and persistent efforts of the Opposition party to keep it from them.

Senator Carvell then complimented Senator Howlan on the ability and industry he had displayed in the promotion of the Subway scheme, and heartily congratulated him on the preliminary success which had attended his efforts. The fact that he had obtained for his scheme the endorsement of some of the ablest engineers in the world was, he said, to his mind, conclusive proof that it is a practicable scheme; and he would have no hesitation in giving it his cordial support. The interest displayed by the Government was, in his opinion, most gratifying. The men who built the Canadian Pacific Railway would not, he felt sure, hesitate to provide for the construction and maintenance of the proposed Subway once they were convinced and enabled to convince their supporters in Parliament that the proposal was practicable. Indeed, the Government of Sir John Macdonald now stand practically committed to the work. We have but to keep them in office and the work will go on. But there is nothing whatever to hope from the Opposition party. In Great Britain, in the countries of the Continent of Europe, in the United States, the people often quarrel among themselves and Parties disagree. But it is given to Canada alone to have a party who discredit and run down their own country. To expect Mr. Blake (whose photograph adorns the immigration pamphlets of the State of Kansas) to take hold of such a work as the projected Subway is the merest folly.

Charles Palmer, Esq., came forward to cordially support the motion that a vote of thanks be accorded to Senator Howlan, and to express his great regret that the Subway Scheme had been made a party matter. He would vote for the resolution but not for Sir John Macdonald. While Mr. Palmer was enforcing this view, the black-board behind him tumbled down and interrupted his speech—even the lifeless things about him starting in protest against what he said in disapproval of Sir John!

Senator Howlan, when acknowledging the vote of thanks, met Mr. Palmer's objection by pointing out that not only had Mr. Davies sought to take credit where no credit was due, but that the Opposition press had given no support whatever to the promotion of his scheme. He might have added that the Opposition Conventions were absolutely silent about the Subway, and that Mr. Welsh had expressed his want of faith in the scheme by saying, at the Market Hall meeting, "God help us if we have to wait for improved communication until we get the Subway."

Mr. Palmer is, we think, unduly disturbed about the matter. As to the Subway Scheme per se, our people generally are all agreed. The views of the Grit candidates and their leading supporters are in

criticism of the feeling of the people as a whole. We are practically unanimous concerning the very great importance of obtaining the Subway. The only question on which there is likely to be any division is: which Party is most likely to obtain it? Now, we think there ought to be no division about that question; and we appeal to Mr. Palmer, and those who think as he does, to throw off their party prejudices, and vote in the interest of the country, for the promotion of the Subway, to uphold the Progressive Government of Sir John Macdonald.

When Senator Howlan did nobly prevail for a Subway survey only Davies and Vail were the patriot souls who would not sign their names; Yet Louis H. Davies the victory claims!!!

PRICES. TALKING of prices, the Montreal Star goes thoroughly into the matter and shows that the purchasing power of a working man has been increased, by reason of the reduction of prices, by \$18 on every \$100. For what a workingman had to pay \$100, in 1878, he now has to pay \$82.

To prove this fact the Star, which is a thoroughly independent journal, submits a few sample accounts, showing in comparison the prices paid in the two years. The Star puts these accounts in this way:

MONTREAL, 3rd February, 1887. Every consumer debtor to the National Policy for the difference between these two bills:

Table with 2 columns: 1878 and 1886. Items include sugar granulated, coffee, butter, cheese, flour, oatmeal, syrup, lard, salmon, potatoes, coal oil, loaves bread.

Out of a ten dollar bill, a customer received 3c. in change in 1878, and \$2.23 in change in 1886.

Average retail prices for the same quality of each article at a corresponding period in each year are taken.

MONTREAL, 3rd February, 1887. Every householder debtor to the National Policy for the difference between these two bills:

Table with 2 columns: 1878 and 1886. Items include grey cotton, white do., colored do., check do., shirtings, wooltweeds.

Out of a ten dollar bill, a customer received 2c. in change in 1878, but \$2.56 change in 1886.

Average retail prices for the same quality of goods are taken in each year at a corresponding period.

MONTREAL, 3rd February, 1887. Every householder debtor to the National Policy for the difference between these two bills:

Table with 2 columns: 1878 and 1886. Items include stove coal, coal coke, gas coal.

Out of four ten dollar bills, a customer received \$2.50 change in 1878, but \$10.45 change in 1886.

Average retail prices for the same quality are taken for corresponding periods in each year; if gas instead of oil were used, the percentage saved would be still higher.

For \$33 in 1878 a customer got 4 loads of coal; for \$33 in 1886 a customer got 5 loads of coal and 50 cents change.

For \$18 in 1878 a customer got 6 chaldrons coke; for \$18 in 1886 a customer got 7 chaldrons coke and 50 cents change.

For \$3 in 1878 a customer got 10 gals. Can. coal oil; for \$3 in 1886 a customer got 13 gals. Can. coal oil.

The Patriot of Thursday has a telegram from Alberton, dated Feb. 8, in which it is stated that "Hackett attempted to reply to Rogers, but the meeting refused to hear him. The meeting was evidently strongly in favor of the Opposition candidates. Lot Fifteen will give them a large majority. Lefurgey is being generally dropped west of Summerside." According to our advices (and we think they are reliable) the facts are the very reverse of this. It was Mr. Rogers who could not obtain a hearing. The meeting was strongly in favor of the Government candidates. Lot 15 and Egnont Bay will give the Government candidates a large majority. The candidature of Mr. Lefurgey, is "booming" west of Summerside, as it is in Summerside and all over Prince County.

The Herald reminds its readers that "the Grits of Woodstock have cashiered 'farmer' Irvine and selected another victim. They deposed Hon. Alex. McKenzie because he was an honest man, and now they show their sympathy for farmers by shelving one who bore the brand when they dare not face the music. Gratitude!"

Wonderful as the increase of traffic through the Sault Ste. Marie canal has been of late years, it has never equalled that of last year. In 1886 the tonnage passing through this link in the chain of the Great Lakes was 33 per cent. larger than in 1885. In a season lasting only from April 25 to December 4 the tonnage last year was no less than 4,219,397 tons, while that of the great Suez canal—one of the world's greatest highways—open all the year round was only about 6,000,000 tons.

Eight day and thirty-hour walnut veneered and plush chairs. These have all been thoroughly regulated, and are warranted to give satisfaction, selling at prices never before offered, by W. W. Wellner.

The "Organized hypocrites" wish to appear As friends to the Subway!! "a farce" it is clear.

There will be a children's service in St. Peter's Church to-morrow afternoon at three o'clock.

Ten Thousand Pounds Extra Quality -T-E-A- at Twenty-five cents per pound at the LONDON HOUSE.

Feb. 11—2aw wy 2mos

Dress Materials.

Velveteens in every shade. Mantles and Jerseys. The largest stock of Carpets on the Island. Corsets all sizes and prices. Wool Squares and Scarfs—all at very Low Prices.

GIVE US A CALL. JAMES PATON & CO., MARKET SQUARE.

Ch'town, Jan. 12, 1887.

BEER BROS.

Largely Reduced Prices During Stock Taking. Remnants of SILKS, SATINS, &c., &c., at Clearance Prices. Largely Reduced Prices During Stock Taking.

Ch'town, Jan. 31, 1887.

BRITISH WAREHOUSE

83 QUEEN STREET.

EXTENSIVE CASH SALE!

I have decided to close out the whole of my stock of Staple and Fancy Dry Goods, commencing December 15th, 1886, and continuing until the whole is disposed of, at LARGE DISCOUNTS FOR CASH.

A. L. BROWN.

Ch'town, Dec. 14—wky

ATTRACTIONS.

Will make the following reductions during the Xmas and New Year's trade:— Fur Caps, worth \$18.00 for \$14.00; Boys' Overcoats, worth \$4.75 for 3.50; Fur Caps, worth 12.00 for 9.00; Boys' Overcoats, worth 4.00 for 2.75; Fur Caps, worth 10.50 for 8.50; Boys' Suits, worth 7.00 for 5.00; Fur Caps, worth 7.50 for 5.00; Boys' Suits, worth 6.00 for 4.50; Fur Caps, worth 6.75 for 4.75; Boys' Suits, worth 5.00 for 3.75; Fur Caps, worth 4.75 for 3.75; Boys' Suits, worth 4.00 for 3.00; Boys' Overcoats, worth 7.10 for 4.75; Boys' Suits, worth 3.00 for 2.00; Boys' Overcoats, worth 6.75 for 4.10; Boys' Suits, worth 2.30 for 1.75.

JOHN McLEOD & CO., UPPER QUEEN ST., (Op. Roger's New Brick Block.)

Ch'town, Dec. 22, 1886.