

PATTON BROS

When we say we won't carry a fur cap or muffs over we mean it. See our prices. PATTON BROS 39 Queen St.

The Morning Guardian

FUR GOODS CHEAP

Jas. Paton & Co's Brown's Block.

VOL. I.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, TUESDAY, DECEMBER 29, 1891.

NO. 284

The Morning Guardian

Issued every Morning by THE GUARDIAN PUBLISHING Co FROM THEIR OFFICE IN THE Cameron Block

BRANCH OFFICE—Central Street, Summerside.—S. M. GRAVES, Agent.

The Only Morning Paper in the Province.

Delivered on the Breakfast Tables of the City, and all over the Province by noon.

TERMS:

One Year \$4.00 Six Months 2.00 Single Copies .2 cents Advertising rates furnished on application B. D. HIGGS, Editor and Managing Director. J. P. HOOD, Business Manager.

Undisputed Facts

We have advertised in all our local papers for many years that we have the largest, the cheapest, the best assortment of Crockery, China and Glassware in P. E. Island, and that we sell more of this class of goods than any other house in this Province. This has never yet been contradicted.

TO THE Wholesale Trade

I HAVE NO WAREHOUSE STOCK—A FULL LINE OF GROCERIES AND A LARGE LOT OF CONFECTIONERY TO ARRIVE.

Parties would do well to call on me before buying in order to secure bargains.

J. T. PEARDEN, Upper Great George St

Lessons in Painting

MISS M. H. CHISHOLM WILL give lessons in Oil, China and Water Color Painting at her Studio in MORRIS' NEW BLOCK.

H. JAMES PALMER, Barrister, Attorney-at-Law, Notary Public, Etc.

Office—O'Halloran Building, next door to Bank of Nova Scotia. MONEY TO LOAN. May, 18, —12

JOHNSON'S ANODYNE LINIMENT

UNLIKE ANY OTHER. For INTERNAL or EXTERNAL USE. Originated by an Old Family Physician. Think of It. In use for more than Eighty Years, and still leads. Every Traveller should have a bottle in his satchel.

Wholesale!

MOLASSES. Porto Rico Molasses. 50 Tierces Very Choice Retailing. For sale by HORACE HASZARD.

SUGAR. 20 hds. Raw Sugar. 200 bbls. Granulated Sugar. 300 bbls. Yellow Sugar.

FLOUR. 500 Barrels "Howard" Flour. 125 Barrels "Planet" Flour.

TEAS. 300 Chests and Caddies Favorite Brands.

TIN STOCK. 700 boxes Tin Plates, 14x20. 2 tons L. and F. Ingot Tin. 2 tons Soft Pig Lead.

HORACE HASZARD. Ch'town, Dec 21-22nd

Buy a pair of Boots or Slippers for a Christmas Present.

A Special Discount on Kid Slippers this week

R. K. JOSTS

To Produce Shippers

FULL and reliable information as to the state of our Cape Breton Produce Market, and as to size and assortment of cargoes, is obtainable by application to D. A. SMITH, Commission Merchants

THE TUNNEL

A Practical Address by Senator Howlan.

He Advocates the Smaller (\$5,000,000) Tunnel.

And Says It Is Our Only Hope.

THERE was a large and representative gathering of merchants and others in the Board of Trade Room, Monday evening, to hear Senator Howlan on the Tunnel.

The following gentlemen were among those present: F. H. Arnaud, T. Handrahan, Col Irving, D. Nicholson, T. J. Harris, L. W. Watson, F. W. Hyndman, Wood, Jas. McDonald, Chas. Palmer, Dr. Jenkins, M. P. P. Senator McDonald, Jas. Reid, Dr. Bagnall, J. Stevenson, Mark Wright, L. W. Goff, J. B. McDonald, J. McEachern, Geo. Stanley, W. L. Cotton (Examiner), Horace Haszard, R. Angus, Jas. Molaes (Herald), George Peake, H. J. Palmer, R. C. Goff, Geo. Goff, R. Irving, J. Newson, P. McCourt (Watchman), T. A. McLean, Hon. D. Davies, John McLeod, A. B. Warburton, M. P. P., A. McNeill, J. McLeod, Donald Ferguson, D. O'M. Reddin.

Senator Howlan began by referring to the steps taken in regard to the last survey and the securing of the report from Sir Douglas Fox. It was a good thing for this Island that it had in Mr. Bain a geologist capable of drawing up a plan explaining the formation of soil under the Strait. This plan was submitted to Sir Wm. Dawson, who endorsed it as being correct. This was then submitted to Sir Douglas Fox and his opinion asked for as to the feasibility and cost of the tunnel. From the report of the formation submitted to him, he holds that one-third of the tunnel will require to be built of iron—if the formation were all shale no iron would be required—and the rest of brick. Now, there is not a spot from here to San Francisco where brick without lime in its composition can be found except on this Island, and only in a few places here. Why would not any kind of brick suit, may be asked. Because the cement used for brick under water has a parasite which will eat the lime, and hence render the brick containing it useless. Now if we had to bring our bricks from England we could not build the tunnel except at enormous cost. But Sir Douglas Fox says brick is superior to iron in many respects, and no better material could be found than the brick we have here.

Some misunderstanding seems to exist as to the reason Sir Douglas Fox asked for further surveys. He does not want borings to alter his estimate of the cost of the tunnel. But contractors are not geologists, and unless you can show them how many feet of rock, etc., they will have to excavate, they will be very wary in their tenders. It was not because he did not have sufficient data that he asked for borings. They will not alter the matter one iota.

It has been asked, too, why the

borings were not made last summer, as there was plenty of time. It will be remembered that we had some unpleasantness at Ottawa, and the estimates were not passed till October. That was too late to think about a survey. Sir Douglas Fox writes: "I am convinced it would require three months to do this work properly, and, as you know, there is a great deal of rough weather in the strait in the fall. The survey should begin in June."

Let us now take up Sir Douglas Fox's report. In it he said that we should have an electrical plant. Since the report was written, however, many improvements have been made in electrical science, and Edison has perfected a railway motor which does not take up much room, and requires no smoke stack. He gives it as his opinion that in five years—about the time our tunnel should be completed—there will be no such a thing as a locomotive in use. Mr. Villard, of the Northern Pacific Railway, will put his motor in motion during the Expedition, from Chicago to Milwaukee, a distance of 97 miles, which will be covered in an hour. This invention should do away with the necessity for our having an electrical plant, and thus save some thousands of dollars in the cost of the tunnel.

It has been suggested by the Scientific American, that the new metal, Aluminum, should be used for building locomotives. In the ordinary locomotive heavy weight is required in the trucks to keep them on the track, etc. But this is not needed with an electric motor which keeps the truck for a very different reason. If then you lighten the truck you can carry more freight, and, Aluminum being cheapened, everything could be reduced in size. Now, there is Aluminum in this Island shale found under the Strait. He (Senator H.) had sent 52 lbs. of it to a factory in Pittsburgh, where Aluminum is turned out, and if it should prove that there is sufficient of this metal in the shale to pay for taking it out, we have made another important step in the interest of the Tunnel.

A very important matter to decide is the size of the Tunnel that will suit our requirements. The narrow gauge railway will suit us—and by saving the cost of widening the road—can be extended to Belfast, Murray Harbor, etc. (Senator H.) had looked into the matter of carrying freight, in conjunction with Supt. Unsworth. The Island gauge measure 8 feet 8 inches wide and 6 ft. 4 in. high; a car constructed to go through the smaller Tunnel estimated to cost \$5,376,000, 7 ft. 7 in. wide and 6 ft. 9 in. high could carry the same quantity of oats or potatoes as our present car—i. e. ten tons. Mr. Unsworth had authorized him to quote him (Mr. U.) as his authority for stating that these cars could run all over the Island, load any where and carry ten tons of freight. That being the case the only difficulty would be the transhipment of freight on reaching the other side. But if you ship produce say to Boston, the car that takes it at Point du Chêne does not go right through to Boston. It goes no further than St. John where transhipment is made. And besides the cost of reloading is a very small item.

Then the passenger cars with seats vis-a-vis at the sides leaving three feet space between would carry the same number of passengers as those now in use here, viz. 55. The price of this tunnel is put down at \$5,376,000, and the interest at 4 per cent is \$215,000. A 16 ft tunnel would cost \$9,859,000 and an 18 ft tunnel \$11,262,500.

What is wanted now is for the Board of Trade to get up facts and figures showing the volume of trade etc. that would pass through the tunnel and how the interest on the cost of it would not exceed or at any rate would closely approach the present expenditure. We must satisfy the public mind of Canada on these points, and appeal to the reason and judgment of Canadian public men. It could not be possible that the tunnel would never be a paying concern. In open water months the Island railway pays and in winter time it loses because of our isolation and it is this loss in winter that is so often thrown up to us. Take the passenger traffic. With the tunnel an average of 25 passengers a day would cross each way—that is 50 at \$1 each. Take the freight. At least 20 carloads a day is what Mr. Unsworth estimates. This shows that the railway which pays in open water months would pay all the year round and the loss would be wiped out. Here is something for the Board of Trade to investigate and prove.

But there are people interested in the Steam Navigation Co. who think they would be injured by the tunnel. Not so. When the railroad was built from St. John to Bangor, connecting with the line to Boston, it was thought the International Steamship Co. would go to the wall. But instead of that they increased their trips. We have boats running from here to Halifax and Montreal; do they deprive the S. N. Co.'s boats of freight? No. He had heard the Captain of the old Westmoreland say that the first freight he ever took from the Island was a pair of boots, and he bought them from an Indian. But how quickly freights increased when an avenue was opened. And so it will be. It appeared to him

(Senator H.) that we have got to the cross roads and that we must take up this question united and determined, and decide without disagreement the size of the tunnel. He believed the smaller tunnel would do, that it can be got, and if we take it up we can be sure of success. Senator Howlan then read the following statement showing the earnings of the Island road in winter and summer for the year 1889:—

Table with 2 columns: Month, Earnings. Jan. \$11,417; Feb. 9,566; March 12,326; April 12,124; May 14,000; June 13,000; July 13,700; August 15,000; Sept 14,000; Oct 12,520; Nov 20,566; Dec 16,832.

Then in January 1890, with the close of Nav. the earnings dropped to \$9,000 \$8,000 and even \$7,000 per month. In closing Senator Howlan urged the appointment of a committee to prepare a statement on the subject which to back up our representatives in Parliament.

Short address were then delivered by Chas. Palmer Esq., Hon. D. Davies, Dr. Jenkins, J. Newson Esq., and D. Ferguson Esq. Mr. Palmer said the senator had given the most practical address he had yet heard on the subject.

Hon. D. Davies referred to the unfair attempt made last session in parliament, to under-estimate the amount contributed by this province to the federal treasury, when he believed as a matter of fact we paid in far more than we received. He preferred of course the wider tunnel, but thought perhaps the narrower one would be sufficient, and if there is no probability of securing the larger we should lose no time in trying to secure the smaller. He said he was a shareholder in the S. N. Co., but would not take that into consideration for a moment. The S. N. Co., cannot stop the progress of the place. Dr. Jenkins after paying a tribute to Senator Howlan's patience and perseverance, referred to the great benefit that would result to our people from the tunnel in enabling them to grow things which they cannot touch for want of a market as for instance green vegetables.

He instanced especially early potatoes, which could be readily sold on the other side if we had means of transportation. He was opposed, however, to endorsing a smaller tunnel, because he believed transhipment would nullify its advantages, while the larger would be more paying. He thought as tunnelling was continually being cheapened we could afford to wait a little, so long as we kept steadily agitating. Messrs. Newson and D. Ferguson favored the smaller tunnel. Mr. Ferguson said it was well known that the cost of great works always exceeded the estimate, and therefore the smaller tunnel would probably be as much as the government would entertain.

A resolution of thanks to Senator Howlan for his able address was moved by Chas. Palmer, Esq., and seconded by Dr. Jenkins, and carried unanimously. In responding Senator Howlan expressed the opinion that unless we go for the smaller tunnel, and at once, we may as well say, "Good-bye Tunnel."

Election Petitions Trial.

Against the trial of the election petitions against Messrs Davies & Welsh began Monday morning before the Chief Justice and Mr. Justice Hensley. Mr. W. A. O'Morson and Mr. W. S. Stewart appeared for the petitioners, and Mr. Davies, Q. C., and Attorney-General Peters for the defendants. The court was crowded all day. Mr. Davies occupied the morning and part of the afternoon with the following contentions:

- 1st That the judge has no power to make an order extending the time for trial pending a stay in proceedings. 2nd That the time having expired on the 27th October and no order having been made, except for the extension from and after the delivery of judgment in appeal on the 17th November the case is out of court and the judges have no jurisdiction. 3rd. The order extending the time in the face of it is bad, because it does not show jurisdiction. 4th. The order is bad because it was made by a Judge at Chambers and not by the Court. 5th. That the act declares that while preliminary proceedings may be taken against two persons together, all subsequent proceedings must be taken against each separately, and this was not done in the cases at issue.

Mr. O'Morson, contra, argued, among other things, that inasmuch as Mr. Davies had argued previously in Chambers the question as to the power of extending the time, and his contention had not been allowed, the court ought not now to hear him on the point.

The Judges will give judgment on the above arguments at 2 o'clock to-day.

Chicago Markets

(Special Telegram to GUARDIAN.) CHICAGO, Dec. 28.—December wheat 90; pork, \$7.60; oats, closing 32; January pork closing \$10.27; May wheat closing 95; pork closing \$10.87; oats closing 32.

NEWS BY TELEGRAPH

War Preparations!

Chili to Resist at the Cannon's Mouth.

The Duke of Connaught Shoots Prince Christian.

Chilian-U. States War Cloud.

WASHINGTON, Dec. 28.—Unexpected activity exists at the gun factory, and the men are working over time. There seems no doubt that Chili will refuse to comply with the demand for apology and indemnity, and will ask congress for the power to declare war. Chili feels she is right, and will refuse, even at the cannon's mouth. The Chilian minister telegraphed Sunday to President Montt that the United States meant fight, and that the army and navy are being placed on a war footing.

Prince Christian's Injuries. LONDON, Dec. 28.—The injuries from which Prince Christian, of Schleswig-Holstein, is suffering were inflicted by a charge of shot fired by the Duke of Connaught who was shooting on royal preserves on the Isle of Wight. The sight of one of the Prince's eyes is destroyed.

Quebec Ministry's Meeting. MONTREAL, Dec. 28.—The new ministry held a meeting today. The leaders of the Conservative element, who succeeded from the conservatives on the Riel cry, were present, and will support the Conservatives again.

Personal Charges Abandoned. HALIFAX, Dec. 28.—The personal charges against Kenny and Stairs were abandoned this morning.

Ambassador's Death from LaGrippe. BERLIN, Dec. 28.—Sir Wm. A. White, British Ambassador to Turkey, died today of la grippe.

TENDERS!

FOR FORTY CORDS OF Prime Four-Foot Hardwood!

SEALED TENDERS, addressed to Alex. Strang, Lansdowne Hotel, and marked "Tenders for Wood," will be received at the Hotel until the

Tenth of January, '92. From any person or persons willing to supply Forty Cords of Four-foot Wood, delivered at the Hotel or Railway Station. Wood to be delivered as soon as possible. Tenders must express the price per cord. For further information, apply to ALEX. STRANG, Lansdowne Hotel, Cape Traverse, Cape Traverse, Dec. 29, 1891. 21w

A CHANCE

TO GET A New Year's Gift Cheap.

WE have put new Austrian GLASSWARE together with a lot of slightly shop-worn articles on a separate table. These will be sold regardless of cost, as we wish to clear this lot. Early callers get the best chance.

E. W. TAYLOR, Cameron Block. Dec. 29, '91

Davies' Drug Store

TO THE XMAS TRADE

A VERY IMPORTANT FACT to remember is that not one dollar's worth of Xmas goods were left over from last Christmas, showing that they were the right kind, the right price and quality. So you can feel sure of getting everything fresh and the latest styles.

Our goods are picked from the English, German and Canadian markets, and there is nothing common about them, consisting of Dressing Cases in Persian and Oxidized Silver, Plush and Leather. Manicure sets in the same style and finish. Gentlemen's Travelling Companions, etc., etc.

We are showing, without doubt, the finest line of Perfumes ever shown in Charlottetown. All selling Very Low to the Xmas Trade. Pipes, Cigar Cases, Tobacco Pouches, Cigarettes, Tobacco and an exceptionally fine line of HAVANA CIGARS.

For Barbadoes, W. I.

STEAMER COLLA.

THIS Steamer will sail from Charlottetown or Georgetown next week for Barbadoes, West Indies, carrying Horses, Oats, Potatoes, etc., at reasonable rates, provided sufficient offer. Parties having horses to ship on freight (under deck) will apply at once D. FARQUHARSON & SON, Dec 29, '91

FALL STOCK, WHOLESALE!

HAVE recently placed in stock 269 Cases and bales of Dry Goods. 1750 Packages consisting of Teas, Sugars, Molasses, Oils, Starch Sodas, Brooms, Raisins, Matches, and other warehouse goods.

The above are offered at very low prices on usual terms.

WEEKS & BEER.

Ch'town, Oct 15 d & w

Annual - Concert

—OF THE— FIRST METHODIST SUNDAY SCHOOL

ON Tuesday Next, 29th inst.

PROGRAMME.

- 1. Anthem Church, under Mr. S. N. Earle. 2. Recitation—Harry Sterns. 3. Quartette and Chorus—"We Greet You All" School. 4. Kindergarten Song—"Merry Xmas Has Come." Infant Class. 5. Recitation—"The Xmas Stocking" Ethel Pope. 6. Solo—"The Little Seamstress" Miss Daisy Lewis. 7. Chorus—"Sing Hosannah." School. 8. Recitation—Miss B. Hall. 9. Nursery Drill—"Sleep, Baby, Sleep." Infant Class. 10. Three Part Song—"List the Xmas Bells" Fifteen Young Ladies. 11. Recitation—"The Little Seamstress" Retta Smith. 12. Solo—"Sing Hosannah." Mrs. H. Large. 13. Reading—Capt. W. A. Weeks. 14. Kindergarten—"The Pretty Light" Infant Class. 15. Recitation—"Grandma's Mistake" Cora Faxon. 16. Three Part Song—"Twilight on the Sea" Fifteen Young Ladies. 17. Recitation—"A Boy's Belief" Harry Hodgson. 18. Chorus—"Sing Hosannah." Choir of Church.

Concert to commence at 8 p. m., sharp. Admission 15 cents. W. A. HAWLEY, Organist and Director. Dec. 25-31

EXTRA NICE PARLOR SETS

One Set same style as our Exhibition Set. Call and see them.

MARK WRIGHT & CO.

McINNIS BROS.

Carriage Builders. Custom Work a Specialty. Repairing of every kind promptly attended to. A good variety of carriages, sleighs etc., always on hand. Terms to suit all purchasers. Near Mark Wright's factory, Ken Street, Charlottetown, P. E. Island.

Nothing Like Solid Leather

Goff Bros' Boots Beat Them All.

OUR Hand-made Custom Boots are the best. Just received from England a lot of the Genuine French 'alf Tops. Shoemakers findings constantly on hand. Sole Leather Top, French Calf, Goat, Imperial Kip, Kid Rhone, Awls, Nails, Bristles, Wax, Rasps, Thread, Slicers, Pegs, Eyelets, at

GOFF BROS.

Charlottetown, Dec 29.