

THE EXAMINER.

VOL. 8.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, FRIDAY, DECEMBER 17, 1880.

NO. 26

THE DAILY EXAMINER.

Published every Evening.
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 ALL WORK WARRANTED to give complete satisfaction.
 Nov. 30, 1880—3m cod

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 A General Assortment of
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 Flour, Tea, Sugar, Molasses,
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 Losses settled promptly.
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 formerly Assistant Surgeon to the 8th and Locust Street Eye and Ear Infirmary, Philadelphia, confines his practice exclusively to diseases of the Eye, Ear and Throat.
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 Oct. 14, 1880.

OLD QUEEN SQUARE LIVERY STABLES RE-OPENED.

THE Subscriber has removed to the commodious Livery Stables,
LATELY OCCUPIED BY MR. JAMES BARR,
 North Side Queen Square,
 Where you can get the CHEAPEST AND BEST TURNOUTS IN THE CITY.
 JAMES N. MILLNER.
 Oct. 14, 1880—1y

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500 BAGS SALT,
 200 Barrels Herring and Mackerel BAIT,
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 100 barrels FAT HERRING,
 50 half-barrels
 100 Quintals CODFISH and HAKE.
 Just Landed—a choice lot New Labrador Herring.
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Charlottetown, Dec. 9, 1880—2m 2aw, pat 2m law

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 Next to Baptist Church, Prince Street, Charlottetown.

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UNDERTAKING COFFINS AND CASKETS.

The Undertaking Department personally attended to at moderate charges. All who patronize this establishment may feel confident upon receiving the very best value for their money. All work warranted. Seasoned Stock best kind.
 Coffin Pedestals, something new and much needed, sent to the house free of charge.
 New Plumage of the latest design.
 Parties leaving full orders for funerals will be subject to ONLY HALF PRICE for hearses, with either one or two horses.
 Nov. 12, 1880—3m 2aw

WINTER CLOTHING

Gentlemen, before Buying your Winter OVERCOATS AND REEFERS, YOU SHOULD VISIT
J. B. MACDONALD'S, QUEEN STREET.
 A magnificent stock to choose from—and very cheap.

Ladies' Mantles!

Ladies will find the largest variety and lowest price Mantles in the City at
J. B. MACDONALD'S, Queen Street.
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TO LET. BUTTER. BUTTER.

A COMFORTABLE HOUSE of eight rooms, with good cellar and yard, situated east end of King street.
 —ALSO—
 The rooms over my store in Queen street, very suitable for offices. Apply to
WILLIAM DODD.
 Oct. 18, 1880.

WOOD.

100 CORDS SOFT WOOD, 50 cords HARD-WOOD, and 2000 LONGERS, for sale by
JOSEPH MEAGHER.
 Nov. 22, '80—1t

THE DAILY EXAMINER.

DECEMBER 17, 1880.

NOTES FROM THE CAPITAL.

Pacific Railway Contract.

RESUME OF SIR CHARLES TUPPER'S SPEECH CONTINUED.

The advertisement issued by Mr. McKenzie on the 29th of May, 1876, for offers to be made on 1st January, 1877, under authority of the Act of 1874, stipulated that contractors were to receive lands, or the proceeds of land.

Mr. Mackenzie—No! No! If you will look at the Act of 1874, you will see that the Government was to dispose of the lands and hand over the money as it was earned.

Sir Charles Tupper—I am glad my hon. friend mentioned that, because it reminds me that the Government undertook to dispose of the land itself and thus save the contractors the expense of doing so. Continuing, he referred to the change in public opinion in England, and said it was largely due to the success of the Syndicate which had purchased the St. Paul and Manitoba Railway, and who had not only shown with what rapidity and at what small cost a railway could be built, but also the great value of the prairie lands through which the road ran. He would state that when it was decided to ask capitalists on what terms they would complete and work in perpetuity the Canadian Pacific Railway, the Government had placed itself in communication with all the parties they thought even likely to be able to carry out so vast a scheme. Some American and Canadian capitalists had made a proposal to complete the line. And he might say that it had always been intended by the Government to complete the British Columbia Section to Port Moody, because it would be ridiculous to terminate it at Yale, where there was only three feet of water, and he was happy to give all praise and credit to his predecessor for selecting the terminus he did.

Mr. Blake—But you said it was premature.

Sir Charles Tupper—We thought it was premature at that time, because there were other routes which needed more thorough exploration, but after these explorations had been made it had been decided that Port Moody was the best terminus. When the question of the terminus had been decided, a proposal had been made to ask the parties on what terms they would complete the road from Nipissing to Kamloops, the Government finishing the portions under construction.

Mr. McKenzie—Will that document be laid on the table?

Sir Charles Tupper—There is no objection, but it will not afford much information.

Mr. MacKenzie—Will the names be given? It was not advertised, I suppose, as our scheme was?

Sir Charles Tupper—No, it was not advertised, because it was felt that after the announcement had been made in Parliament that no offers had been received in reply to that advertisement, it was not thought any replies would be received to a new advertisement. The parties most likely to undertake the work had been communicated with, and, in response, the offer had been received which had been laid before the House. That offer proposed to complete the railway and work it afterwards on the most favorable terms which had ever been offered to the House or made by any person in this country. He would first say that he had caused a statement to be made showing what it would cost to complete the parts of the road under construction, and the amount was shown to be \$28,000,000.

Mr. Blake—Is that only for completing, or does that include the whole cost?

Sir Charles Tupper—That includes every dollar of the expense of completing the road and handing it to the Company. Referring to the estimates, etc., brought down by him last year, he said that the present one differed from it somewhat, because in preparing last year's statement he was determined the estimate should not be exceeded. He replied that the \$28,000,000 included the completion of the Yale-Kamloops section, the Thunder Bay branch and everything, except some \$3,000,000 for surveys, which had not been included last year. The contract, as laid on the table, provided for the building of 2,627 miles, and if the contractors changed the route so as to go north of Lake Nipigon, it would increase the length 50 miles, but not increase the cost. Taking up the proposals in their order, he would say the Act of 1872 authorized the giving of \$30,000,000 in cash, on 2,750 miles, and 50,000,000 acres of land. For the purposes of comparison he would value the land at \$1 per acre, which would place the cost of the road, under that proposal, at \$84,700,000. A company was formed to build the road on these terms, but they had failed to interest capitalists, and had been obliged to surrender their charter. Honorable gentlemen opposite had always said the Government might as well expect to build the road for \$10,000,000 as for \$30,000,000 and 50,000,000 acres. He then referred to the proposal of 1874, by which the length of the road was proposed to be 2,797 miles, main road and branches, and it was proposed to give \$10,000 per mile, which would make \$27,970,000 in cash, and 20,000 acres per mile, which would make \$5,000,000

acres. The Act further provided for a guarantee of four per cent. on such additional sum as should be agreed upon by the contractors, and the only way to estimate what this would amount to, as the Government had not received an offer for the whole work, was to take the Georgian Bay branch of 85 miles, which he thought the hon. gentlemen opposite would not object to as a fair average.

Mr. MacKenzie—I do. (Laughter.)

Sir Charles Tupper—The hon. gentleman goes further than I expected he would, for when the Foster contract was abandoned he scouted the idea of its being a difficult section. He contended that the Georgian Bay branch was a fair average section, and said that the lowest offer received for that was \$7,500 per mile, from Mr. Munson, of Boston. Mr. Foster's own offer being \$12,000 per mile. Afterwards Mr. Foster had acquired Mr. Munson's contract, which was \$10,000 per mile in cash, 20,000 acres of land per mile, and four per cent on \$7,500 per mile for twenty years, but Mr. Foster had to abandon his contract because he could not get a single capitalist to join him. He went on to show that on this offer the cost of the road under the scheme of 1874 would have been \$104,887,500. Coming down to the present contract he said that the total amount which it would cost the country for the 712 miles of road to be completed by the Government would be, including everything, twenty-eight millions of dollars. This included the portions of the road already built. Then for the two thousand miles to be built by the Syndicate, the cost was to be \$25,000,000 and 25,000,000 acres of land. The total cost of the whole road therefore, valuing the land at \$1 an acre would be \$78,000,000. These terms, he contended, were far below any previously obtained or sanctioned by Parliament for the construction of the road. In 1873, the amount estimated was \$84,700,000, and \$1,500,000 added for the extra 40 miles before reported. In 1880, by the terms of the present contract, it was \$78,000,000. He next proceeded to consider the value of the land, taking the Foster contract as a basis of calculation. With reference to that portion of the road Mr. Mackenzie had said in 1876 that what had been said in certain papers regarding the engineering difficulties was entirely fallacious. The "Globe" declares now that it is idle to say that land is worth only a dollar an acre, affirming that it is worth two dollars, but the leader of the Opposition, or the leader of the late Government, would scarcely venture to meet him on that ground. On a former occasion when he (Sir Charles) had valued the land at \$2 an acre, Mr. Blake had accused him of exaggerating, had denied that the House would accept the valuation of the hon. member for Cumberland, and thought that \$1 an acre would be an excessive price. Mr. Mackenzie had declared that the land was not worth \$2 an acre, and wished he would say that it was worth \$1. As to the cost of the work, assuming \$1.50 an acre, to meet in some degree the valuation made by the organ of the opposition, a calculation would show that the estimated cost under the Allan charter would be \$112,000,000, that of the late administration in 1874 would be \$132,887,500, while that of the present scheme would be \$90,500,000. Going the whole length that the Globe goes and assuming the land is worth \$2 an acre, how would the account stand? In 1873 it was \$139,400,000; in 1874 it was \$160,827,500, now it is \$103,000,000, or less than the amount placed at the disposal of the late Government reckoning the land at \$1 per acre (great applause).

The leader of the late Government did not appear to be satisfied yet that the present terms were better than ever before sanctioned by Parliament, and in order to satisfy him and the Opposition generally, he would quote from an authority for which they had great respect, and which they would be sure to accept, namely, their own statements. On May 12th, 1874, Mr. Mackenzie had said, as reported in Hansard, that the portion of the road in British Columbia alone would cost \$35,000,000 to build, and the whole cost of the road from Lake Superior to the Pacific would not be less than \$100,000,000. According to the present contract the cost of the road from Nipissing to the Pacific would be only \$78,000,000. Mr. Mackenzie had said that the portion of the road in British Columbia would be built as rapidly as surveys could be made, and if necessary the hundred millions would be spent to connect the waters of Lake Superior with the tidal waters of the Pacific. The hon. gentleman had also said that the proposed cost was \$10,000 and 25,000 acres per mile, but that this would not build it from end to end. In proof of this he had referred to the cost of building the Intercolonial, \$45,000 a mile, of the Northern Pacific Railway as far as completed, \$47,000 to \$48,000 per mile, and of the Central Pacific as too enormous to be touched upon. With regard to the Canadian Pacific Railway the hon. gentleman had declared his opinion that the average cost would reach \$40,000 per mile, and had also said he did not expect that any commercial advantages would arise from the building of the road for many years to come. He proceeded to quote Mr. Mackenzie's speech of 1874, that the road must be constructed with money furnished by the people, and would cost one hundred millions, and eight millions a year to operate, in addition to the cost of renewing the rails and sleepers every eight years; that the cost would double the country's debt so that