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may20—tf

PARTNERSHIP NOTICE.

I HAVE THIS DAY admitted Mr. Donald Nicholson a Partner in the Tobacco Manufacturing Firm of HICKEY & STEWART, the business of which will hereafter be conducted under the name and style of HICKEY & NICHOLSON, and I take this opportunity of sincerely thanking the business public for their liberal patronage in the past, and respectfully solicit a continuance thereof for the future,

M. HICKEY.

Charlottetown, May 1, 1890.

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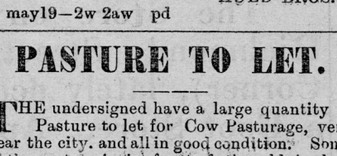
HICKEY & NICHOLSON.

may6—1m (1w dy then eod)



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Ch'town, May 3, 1890.

THE SUBWAY DEBATE.

An Excellent Speech by Senator Prowse.

SENATOR HOWLAN was followed by Senators Kaulbach, Poirier and Haythorne. All were agreed as to the importance of the proposal, and all congratulated Senator Howlan on the ability with which he had advocated it; but each raised some objections, those of Senator Haythorne being the cost of the work,—the probability being that springs of water would flood the excavation while the tunnel was being constructed, and the statement of belief that the terms of Union only guaranteed communication by steam navigation. Senator Prowse replied. We quote the Senate Hansard:

HON. MR PROWSE.—I look upon the question before the House as being one the greatest importance to Prince Edward Island that could possibly come before Parliament, and I think also that it is one of very great importance to the Senate of the Dominion of Canada as well. You are aware that Prince Edward Island did not enter the Union at the time of the Confederation of the other Provinces. That was a union which took place in 1867, and although the first meeting, as I said on a former occasion, to bring about that Union, took place in Prince Edward Island, yet the terms then proposed on which to effect the union were not considered applicable and acceptable to the people of that Province, and the consequence was that the Union took place between Canada, Nova Scotia and New Brunswick, while Prince Edward Island did not come into the Union until six years afterwards, in 1873. It was well known, however, not only to the Dominion of Canada at that time, but also to the people of Prince Edward Island, that it was the earnest desire of whole the people of this Canada of ours, as well as the desire of the British Government and the British people, that a confederation of all the British Provinces should take place, and overtures were repeatedly made and efforts put forth to induce not only Newfoundland, but Prince Edward Island also, to enter the Union from 1867 to 1873. In 1869, I think, was the first time that a proposition came to the Island embodying the terms which are now under consideration, and I think it is well worth considering a little closely the peculiar wording of the terms of Union embodied in the resolution of my hon. friend from Alberton. Before doing so, I may say, however, that one of the reasons why Prince Edward Island did not enter into the Union with the other Provinces was principally owing to her isolation. We said we had in Prince Edward Island a people as intelligent, as well qualified, and as strong-armed as any in the rest of the Dominion, but, owing to our isolation for half the year, being cut off from the markets of the other provinces, it is impossible for Prince Edward Island to enter into the race with the other Provinces while this barrier is in the way. In 1869 the Dominion Government offered us to remove this barrier in the terms of Union now under consideration. I wish to call the attention of this House to the peculiar wording of the terms, and I was a little surprised and sorry to hear my hon. friend from Charlottetown state, for the first time in my recollection, that those terms simply meant steamship communication, or communication by water. I can remember long enough back to recollect when these terms first came to Prince Edward Island, and I can understand the circumstances under which they were offered by the Government of the Province at that time. My hon. friend was leader of the Provincial Government at that time, and he and his colleagues found themselves getting rather under water, and they came to the Dominion Government and asked for admission to the Confederation. They came to the Island and offered the terms that had been agreed upon to the people of the Island, and these were part of the terms. Very honestly and very properly the Government did not attempt to carry out the Union without submitting the terms to the people. They appealed to the people and I contested a constituency in opposition to the terms that those gentlemen had negotiated, because I did not believe that they were sufficient for the Province. I never heard during that campaign, and I have never heard up to this time, that the terms referred to here meant simply and solely communication by water. It is the first time that it has ever been stated in Prince Edward Island or here, but whatever the hon. gentleman's opinion may have been, or whatever may have been the opinion of his colleagues, I take it that it does not bind the people of Prince Edward Island. We must take the terms as they were submitted to the people and examine them as they are. There is not one word in them about water communication. They knew perfectly well or ought to have known that it was impossible to maintain efficient and continuous communication by water in the winter season.

Hon. Mr. Power—I understand the hon. gentleman to say that these terms of union that were originally agreed upon were not accepted by the people—that the Government was defeated. Did the hon. gentleman, when he made his terms of union, understand that the communication was to be by means of a tunnel or subway?

Hon. Mr. Prowse—If the hon. gentleman will wait he can have an opportunity to reply afterwards. The people of the Province did not accept the terms negotiated by my hon. friend, and they returned a party to power which negotiated better terms with the Dominion Government. I may say, however, that there was no change made in this particular part of the terms.

Hon. Mr. Haythorne—The first proposal to give Prince Edward Island steam communication all the year around occurred in 1869. That was at the period when what are called better terms were proposed. Subsequently, when the same Government came to Ottawa on a deputation, other terms were proposed which were accepted, and when the Government went to the country they were defeated.

Hon. Mr. Prowse—That is what I have been stating. Now, let us see what the offer is, because I take it we are bound by the terms as they appear in the Act of Union and not by the opinion of those who negotiated them.

It being 6 o'clock the speaker left the chair.

AFTER RECESS.

Hon. Mr. Prowse resumed his speech. He said: Just previous to recess I was about to give my views of the literal and common-sense way in which I read the terms of Union embodied in the resolution now before the Senate. In my opinion it does not necessarily follow that the words "steam service" mean communication by steamship. I have no fault to find with the words in the terms of Union. They are comprehensive enough to include communication by steamship or any other way in which steam can be applied for the purpose of accomplishing the object in view. It is guaranteed that we shall have established and maintained an efficient steam service. Now, I like the term "efficient" in connection with this service. I take it that means effectual or something that causes effects. Now, what is the effect that is sought for in the terms of Union? It is steam service for the conveyance of mails and passengers between the Island and the mainland, winter and summer—efficient steam service for the purpose of placing the Island in continuous communication with the mainland. "Continuous" is another word that is acceptable to me as an Islander. No better word could be used there, because if the service is not continuous it would be no better than it was before. But it indicates such communication as the other Provinces enjoy—placing the Island in continuous communication with the Intercolonial Railway and the railway system of the Dominion. That is, I take it, really to have continuous communication with those railways not only for the conveyance of mails and passengers but for ordinary trade and commerce of the country, so as to give us the same privileges and advantages for trade as the other Provinces enjoy between themselves. The objection may be raised against this contention that we have slept upon our rights, that we have not been so energetic in pushing for our rights in this respect as the importance of the question really demands; but I think I can show that we were justified, to some extent at all events, for the way we have deferred pressing our claims unduly up to the present time. I may say further in reference to the terms, that it appears to me that the gentlemen who penned that clause of the terms of the Union and agreed to it were not themselves fully satisfied as to the way that those terms should be carried out. No doubt it was in their minds at the time that it might be done by navigation, but the terms are so worded that if they failed to do it in that way they would accomplish it some other way, and I think they were justified in coming to that conclusion. It was not unreasonable to expect that tunnels might be built of that length to connect one portion of land with another. Only a short time ago a project was started in England to have railway communication between England and France by a subway or tunnel, and there were two companies fully prepared to carry out that undertaking. A good deal of preliminary work was accomplished by one of those companies at least, and was only put a stop to by the British Government interfering and saying that it should not be done. With reference to the unforseen difficulties that might arise in the way of springs of water referred to by my hon. friend from Queen's County, I wonder that the hon. gentleman did not go further and say that this subway might be destroyed by an earthquake. There is no enterprise that a man can enter into that is free from such unforseen difficulties. The farmer might as well say that it would be useless for him to sow his grain, because he does not know whether Providence will send him sunshine and showers to give him a harvest. We have to face those difficulties in every undertaking in life, and I do not think that there is any greater difficulty in the way in that respect considering the magnitude and importance of this question, than there is in many other matters that people undertake. Reference has been made to the difficulties encountered in building the tunnel under the Severn; the great difficulties experienced by the engineers in that undertaking will help us in this matter, because we can profit by their experience. They know better now than ever they did before how to overcome difficulties of that kind. I stated that there were some good and sufficient reasons why the Local Governments and the Province as a whole did not unduly press their claims up to the present time. In the first place, it was an untried scheme. For the first year or two the Government only placed on the route a boat offered to them by some gentlemen in Nova Scotia or New Brunswick, and she was found, after a year's trial, to be totally unfit for the service. Then the Dominion Government bought a steamer which was under construction at the time, intended, I think, for the winter navigation of the St. Lawrence. She was completed and called the "Northern Light," and placed on the route. The people gave them an opportunity to test the capabilities of that steamer and see if she could accomplish the work. She did good service, but it was demonstrated from the first that she did not fulfil the terms of Union and was not satisfactory on the whole. Then came the great undertaking of building the Canadian Pacific Railway, which taxed the resources of the Dominion, and we know that the Government of the day was handicapped and opposed by the great monopolies of the world. It took men of great minds and strong resolution to overcome all the difficulties they had to face in building that railway, and it would have been ungenerous on the part of the Island to press their claims on the Government while their hands were full with an important work. Then, when the railway was completed, they had another difficulty almost as great, the rebellion in the North-west. During that time the Island did not press on the Government the claims of the Island in this regard; but in 1881 they began to to agitate this question. They brought it to the notice of the Dominion Government by an Address, passed by both branches of the Legislature in the session of 1881, which was acknowledged by the Dominion Government. They did not promise to undertake the work. They did not ask that a tunnel should be built or that a better steamer should be put on the route, but simply that the terms of Union should be caried out.

(To be Continued.)

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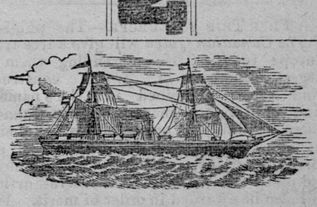

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