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NEW SERIES. CHARLOTTETOWN, P. E. ISLAND, FRIDAY, FEBRUARY 6, 1891. VOL. 27.—NO. 44

CALENDAR FOR FEBRUARY, 1891.

MOON'S CHANGES.

Last Quarter, 2nd day, 12h., 29.9 a.m., W
New Moon, 8th day, 9h., 59 7 p. m., N., below horizon.
First Quarter, 15th day, 2h., 17 0 p. m., S E
Full Moon, 23rd day, 3h., 6 9 p. m., E.

D	DAY OF WEEK	Sun rises	Sun sets	Moon rises	High wat'r	Days lenh
		h m	h m	morn	after	h m
1	Sunday	7 29	4 59	0 57	3 10	9 30
2	Monday	27	5 0	2 7	4 8	33
3	Tuesday	26	2	3 19	5 24	36
4	Wednesday	25	3	4 30	6 46	39
5	Thursday	24	5	5 40	8 0	41
6	Friday	22	6	6 36	9 1	44
7	Saturday	21	8	7 23	9 54	47
8	Sunday	20	9	8 0	10 42	50
9	Monday	18	11	8 30	11 26	53
10	Tuesday	17	12	8 55	morn	56
11	Wednesday	15	14	9 18	0 8	59
12	Thursday	13	15	9 46	0 47	10 2
13	Friday	12	17	10 4	1 27	5
14	Saturday	10	19	10 31	2 12	8
15	Sunday	8	20	11 4	3 0	11
16	Monday	7	22	11 36	4 6	14
17	Tuesday	6	23	after	5 24	17
18	Wednesday	5	25	0 22	6 33	21
19	Thursday	2	26	1 18	7 52	25
20	Friday	0	28	2 17	8 44	28
21	Saturday	6 58	5 30	3 20	9 28	31
22	Sunday	56	31	4 22	10 7	33
23	Monday	54	33	5 28	10 40	35
24	Tuesday	53	34	6 32	11 12	38
25	Wednesday	51	36	7 35	11 43	44
26	Thursday	49	37	8 35	aft 13	48
27	Friday	47	38	9 42	0 43	51
28	Saturday	6 45	5 30	10 47	1 15	10 55

DR. GEO. A. BAYNES,

PHYSICIAN AND SURGEON.

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jy3—dy wy

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When a Faithful Trial is Given

—TO—

WOODILL'S Worm Lozenges.

nov12

Settlement to Dec. 31st, 1890.

WE request a settlement of all accounts due, notes, judgments, etc, before the end of January. All debtors will please take notice and save us trouble and themselves expense.

NORTON & FENNELL.

jan14—dw 3w pat dw 3w her sum jour

WOOD! WOOD!

OWING to the scarcity of Coal I have started a Wood Yard, and am prepared to supply Hardwood at a reasonable price, cut up to suit stoves, and delivered to all points in the city.

A. DOWN,
Pownal Wharf.

jun13—tf

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WINTER CROSSING!

THE WINTER ROUTE between Cap Traverse and Cape Tormentine is now open. Passengers and Luggage at the regular rates. Passengers will find this route very much the cheapest Passengers accommodated in the very best manner.

CAPT. GEORGE IRVING.

dw28—3m eod wky

THE TUNNEL

Our Delegates' Memorial

Able Presentation of the Case

Convincing Facts and Figures.

Under Favorable Consideration

To His Excellency the Right Honourable Sir Frederick Arthur Stanley, Baron Stanley of Preston, G. C. B., Governor-General of Canada.

The undersigned have the honor, in view of the recurrence during the present winter of most serious interruptions in the communication between Prince Edward Island and the Mainland, and having reference to the representations which have, from time to time, been made to the Federal Government regarding the non-fulfilment of the terms of Confederation in the matter of steam communication, and the exceptional position of Prince Edward Island regarding public works, to present the following facts and circumstances for the consideration of the Government of Canada.

The experience of the present winter plainly demonstrates that the steamer Stanley, although an exceedingly well-designed and well-constructed boat, and one which has performed much better service than her predecessors, cannot, in winters of ordinary severity, effect regular communication, or in fact continue to ply at all during the colder months of such winters. The partially successful navigation of the Straits during the winters of 1889 and 1890 was due to the fact that these winters were the mildest which have occurred within the memory of the oldest inhabitant of the Maritime Provinces.

The utter impossibility of effecting regular communication by navigation being demonstrated, the undersigned respectfully ask the Federal Government to consider the question of constructing a tunnel between Capes Traverse and Jourimain, and thus place Prince Edward Island in continuous communication with the railway system of the Dominion, as guaranteed by the terms of Confederation.

The recent discovery of greatly improved appliances for tunnelling operations, and the information now obtained showing the exceedingly favorable nature of the material to be penetrated by the proposed tunnel, remove the very serious objection hitherto entertained on the ground that the work would cost a larger sum than the Dominion Government could be reasonably asked to spend.

In support of this opinion, the undersigned have the honour to submit the result of an examination of the geological formation of both sides of the Straits of Northumberland by Mr. Francis Bain, a competent geologist, whose report is fully endorsed by Sir William Dawson, (see appendix IX A) From this report it will be found that the strata at this point indicated present no difficulty whatever, that the formation is almost entirely of shale and is as favorable for the purpose of constructing a tunnel as could possibly be desired.

Mr. Bain's examination was made in November last in company with Mr Alfred Palmer, consulting engineer for Sir Douglas Fox, of London, England, and the enquiry embraced an examination of the brick clays of the Island, some of which are believed to be absolutely free from lime, and, therefore, suitable for lining the tunnel, in which case the use of iron could be dispensed with and the cost of the work greatly reduced.

All the data collected by Messrs. Palmer and Bain, together with Sir William Dawson's opinion and also specimens of brick and brick clay have been furnished to Sir Douglas Fox, and the undersigned trust that the Government will, at an early day, be in possession of the estimate of the cost of the tunnel by that eminent engineer.

Should this estimate show that the work can be completed at a cost of about $6,000,000, the undersigned submit that it would be in the interest of Canada to undertake it without any delay.

Besides the indirect advantges of the tunnel to Canada in the settlement of a controversy with a member of the confederation and the overcoming of this great natural obstacle to the prosperity of Prince Edward Island, the Dominion would save a large amount now expended in the maintenance of the winter service, a very large sum would be received as net earnings of the tunnel, and the immensely increased traffic on Government railroads would undoubtedly wipe out the loss on the Prince Edward Island road, and greatly increase the earnings of the Intercolonial railway.

The customs returns show only a very small part of the trade of Prince Edward Island most of which is carried on with the sister provinces of Canada. Some idea of the magnitude of the Island's trade may be gathered from the fact that, as a result of the Masters' reports in the Custom Houses at Charlottetown and Summerside, made in 1883 under the direction of the Provincial Government, it was found that the exports of the Province to the Dominion and foreign countries for the year ended 30th June, 1882, amounted in value to $3,476,763, besides a considerable quantity shipped in small craft, and not required to report at the Custom House. Presuming that the imports from all quarters equal the exports, and making a reasonable allowance for the undoubted expansion of trade since 1882, there cannot be any doubt that the entire trade of Prince Edward Island at the present time is not less than $10,000,000 annually From the great saving of expense in handling and loss from breakage, as well as convenience in the transportation of live stock, the principal part of the Island's summer trade would go through the tunnel, while the entire winter trade would, of necessity, go through the same channel. Assuming that three-fifths of the trade of the Island, or $6 000,000 worth, would pass through the tunnel, a small rate of 1½ per cent. would yield $90,000 a year. There are no means of ascertaining what the passenger traffic with the Mainland is at the present time, but there can be no doubt that it would enormously increase if the tunnel were constructed, and that its almost entire volume, summer and winter, would pass in that way. Ten thousand passengers would seem a very moderate estimate. At $1.50 each, the passenger receipts would, at this estimate, reach $15,000 per year.

As the expenses of management and repairs would be very small, the undersigned submit that at least $100,000 a year would be received as net earnings of the tunnel at the outset, and it would be quite reasonable to assume that both freight and passenger traffic would rapidly increase with the facilities the tunnel would afford.

As illustrating the loss which Prince Edward Island suffers from the want of constant communication, the trade in potatoes may be particularly referred to. By the census of 1881, the potato crop of the Province was shown to amount to 6,042,191 bushels, and the undersigned fully believe that that the census of the present year will show at least a crop of 8,000,000 bushels. The proportion of the crop sent away is regulated by the price. The average price paid to the Prince Edward Island farmer, as shown by the Customs valuation for the years 1887, 1888 and 1889 was 22½ cents per bushel In the same years the customs valuations show the price received by the Nova Scotia farmer to be 44 cts per bushel and 37½ cents as the price paid to the New Brunswick farmer. The low price received by the Prince Edward Island farmer is mainly due to the fact that he is obliged to make a forced sale of his crop in the few weeks that intervene between the potato harvest and the close of navigation at a time when the product is not sufficiently matured for transportation. Making due allowance for the greater proximity of the mainland farmer to the provincial cities and towns as well as to the markets of the West Indies and the United States, it cannot be doubted that at least 10 cents per bushel would be added to the price of potatoes in Prince Edward Island if the farmer had access to the outside markets all the year round As the increased price would largely stimulate production it can easily be seen how much Prince Edward Island would gain on this article alone, and also, how considerable would be the earnings of the tunnel at even the low rate of one cent per bushel In years of average crop our surplus under the influence of good prices would not be less than 4,000,000 of bushels, at least one half of which would pass through the tunnel. The greater part of the inward as well as the outward trade of the Island, would be drawn by the tunnel to the government railways not only saving the loss now incurred in running the Prince Edward Island Road, but also materially reducing the loss on the Intercolonial Railway.

The amounts which the Federal government would save or gain by the construction of the tunnel might be stated as follows:

Excess of expenditure over receipts for winter ice boat & steam service average for years 1887, 1888 & 1889	$15 875
Interest on cost of steamer	5,438
Allow 10 per cent. depreciation	14,359
Allow 10 per cent. insurance	14,359
Average loss on P. E. I. Railway for fourteen years	79,005
Earnings of tunnel, say	100,000
	$229,036

The undersigned have the honor to submit that a capital sum, representing the above amount could be applied for the construction of the tunnel without imposing any additional burden on the people of Canada, it would be fair to assume that a still larger sum could be applied for this purpose without any additional burden by taking into consideration the increase of earnings by the Intercolonial Railway and expenditures now incurred for the maintenance of summer communication which could be dispensed with either in whole or in part by the construction of the tunnel.

The undersigned further submit that should it be found necessary to expend on the construction of the tunnel a larger sum than the principal amount represented by $229,036, considerations drawn from the exceptional position of Prince Edward Island in the matter of public works would fully warrant that further expenditure

The terms upon which Prince Edward Island was admitted into the Confederation provided "That in consideration of the large expenditure authorized by the Parliament of Canada for the construction of railways and canals, and in view of the possibility of a readjustment of the financial arrangements between Canada and the several provinces now embraced in the Dominion as well as the isolated and exceptional condition of Prince Edward Island that colony shall, on entering the union be entitled to incur a debt equal to fifty dollars per head of the population as shown by the census returns of 1871, that is to say, $4.701,050."

When these terms of union were being negotiated the only public works of importance contemplated by the general government were the completion of the Intercolonial Railway, the construction of the Canada Pacific Railway and the enlargement of the canals and "the large expenditure authorized for the construction of railways and canals," was definitely estimated at the following amounts:

Intercolonial Railway, to complete	$19,466,667
Canada Pacific Railway, to construct	30,000,000
Canals, to enlarge	8,933,333
Total	$58,400,000

The accounts, however, show that these estimates have not only been largely exceeded, but that very considerable sums have also been expended in the construction of other public works which were not contemplated at the time of the admission of Prince Edward Island, and which were not considered when the terms of union were settled. In proof of which the undersigned desire to submit the following statement compiled from the public records of the Dominion.

The figures only embrace the expenditure to 1889:

EXPENDITURE ON RAILWAYS AND CANALS.

Canada Pacific Railway	$61 899 600	
Intercolonial and connected R'ys,	40 375,296	
Subsidies to R'ys to Dec. 31st. 1889,	6 876 077	
Present value of subsidy of $186,000 per year for 30 years to Short Line Railway	2,637 393	
Present value of subsidy of $170,602 per year for 20 years to Chignecto Ship Railway	2,313,537	
Present value of guarantee of interest on $974 000 on North Shore Railway	616,246	
Enlargement and improvement of Canals since 1873	33.994,788	
		$148,712,937
Allow for authorized expenditure in 1873 Canada P. R'y	$30 000,000	
Intercolonial R'y	19 466 667	
Canals	8.933,333	
		58,400,000
		$90,312,937

In the year 1836 the Government of Prince Edward Island made representations to the general government in regard to this matter to which the undersigned desire to refer. Upon the consideration of these representations an Order-in-Council was passed on March 22nd, 1887, recommending that for reasons therein set forth an additional annual subsidy of $20,000 be granted Prince Edward Island, which reasons are as follows:—

"1st. From the insular position of the Province they (the Governor in Council) are of opinion that the construction of the Pacific Railway and of the Intercolonial Railway has not affected it to the same extent that it has the other Provinces, and the Island has not had the benefit of the advantages which accrue to the other Provinces from these lines, and on this ground it is entitled to some consideration.

2nd. The Sub-Committee think also that consideration should be shown on account of expenditure for the construction of the above named railways having been greater than was anticipated at the time these works were taken into contemplation and the terms upon which Prince Edward Island entered the Union having been, in a great measure, based upon the estimates then formed for the completion of these roads.

"3rd. The subsidies granted to the other Provinces up to the present time in carrying out the railway policy of the Government, in the way of assistance to local railways, have not as yet been made applicable in any way to Prince Edward Island, and that Province has not received any benefit from the carrying out of this policy, whereas, on the contrary, the other Provinces forming the Union have in this manner largely benefitted."

In pursuance of the said Order-in-Council, an Act of Parliament was passed, 150-151 Vic, Cap 8, authorizing the said additional annual subsidy. The undersigned submit that the Government of Canada, impressed with the weight of the representations made on behalf of Prince Edward Island by passing the said Order-in-Council and obtaining from Parliament the additional annual subsidy, admitted the validity of Prince Edward Island's claim, and acknowledged that there were circumstances connected with the Island's position in the Union which entitled it to compensation.

The undersigned, however, submit that the additional annual subsidy of $20,000 is not an adequate compensation, and that a careful and impartial consideration of the case will convince the General Government that in order to deal justly with Prince Edward Island, the compensation should be increased. The statement set forth in this memorandum shows that over $90,312,937 have been expended in excess of the amount contemplated in 1873 The population of Prince Edward Island bearing the proportion to the entire population of Canada of 1 to 39, the undersigned submit that the Island should participate in the benefit and advantages arising from such public expenditure in a like proportion.

The claim of Prince Edward Island, regarding public works may be stated as follows:

Expenditure on railways and Canals in excess of amount authorized in 1873, $90.312,937; Island's share of same, one thirty-ninth		$2,315,716
Less capital acct. P. E. Island Railway	$627,530	
Less increased subsidy $20.000 granted in 1887 capitalized at four per cent	$500,000	$1,127,53
		$1,188,186

Calculated at 4 per cent. this would yield an annual amount of $47,527 due to Prince Edward Island.

The annual amount which Canada might be fairly called on to pay may be recapitulated as follows:

Saving in cost of maintenance of winter communication	$50,031
Saving in average annual loss on P. E. Island Railway	79 005
Earnings of tunnel, say	100,000
Due Island in excess of amounts authorized in 1873 for Railways and Canals	47,527
Total	$276 563

The above sum capitalized at 4 per cent. represents a principal amount of $6,914,975, which the undersigned believes would be sufficient, not only to build the tunnel, but also to build two or three short Branch Railways which are greatly needed and which would add materially to the earnings of the tunnel and the Prince Edward Island Railway.

The undersigned desire respectfully and finally to claim that should the cost of the tunnel be found too high to justify its being undertaken by the Federal Government, the sum of $47,527 should be annually paid to the Provincial Government of Prince Edward Island to compensate the Province for the burdens it is required to bear in contributing to the construction of Railways and Canals in the benefits of which it does not participate.

The people of Prince Edward Island, already deeply dissatisfied on account of the failure of the Dominion Government to give them the continuous communication guaranteed at Confederation, and being required to contribute to the cost of the Railways and Canals in the other Provinces while they have been charged with the full cost of their own Railway, feel that a still greater wrong would be done them if they were forced to supplement the Provincial revenue by direct taxation.

Should the Dominion Government undertake the construction of the proposed tunnel, and thus put the Island on an equal footing with its sister Provinces, it would be fully able and willing to meet all the obligations resting upon it as a member of the Confederation.

We have the honor to be,
Your Excellency,
Your most obedient servants,
(Signed) NEIL MACLEOD,
D. FERGUSON.

Certified Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council, on the 21st January, 1891.

The Committee of the Privy Council have had under consideration a memorandum presented by the Honorable Neil McLeod, Attorney-General, and the Honorable Don D. Ferguson, Member of the Executive Council of the Province of Prince Edward Island, respecting the construction of a tunnel between Cape Traverse, in the Province of Prince Edward Island, and Cape Jourimain, in the Province of New Brunswick, and by this means to overcome effectually and permanently the difficulties now experienced in keeping up winter communication between the mainland and the Island of Prince Edward.

The Sub-Committee of Council, to whom the matter was referred, state that they have had the memorial and appended statements above referred to under consideration, in which it is alleged that the present means of communication are subject to frequent and sometimes protracted interruptions during severe winter weather; that the late investigations of scientific experts have tended to prove the more favorable nature of the soil to be excavated in the construction of a tunnel, and that this, together with the improvements in machinery used in such constructions, warrant the assumption that the cost of the proposed tunnel would be far less than was estimated at the time when a subway was under consideration, and that Sir Douglas Fox, an English Engineer of eminence, and an expert athority on tunnel work, has signified his willingness thoroughly to examine the data collected and submit his report and an estimate of cost thereon; that the memorialists are of the opinion that if the construction can be brought within $6,000,000, it would be within the interest of Canada to undertake it without delay, and that in that case the annual cost to Canada would not be much, if any, greater than what is now incurred by yearly expenditures and losses, which would be avoided if the tunnel were built; and they ask that as a preliminary to any further action in the matter the Government of Canada assume the cost of obtaining an estimate from Sir Douglas Fox as to the cost of the construction of the proposed tunnel.

The sub-committee, without going, at this time, into the question as to whether the Dominion has or has not fully carried out its obligations towards Prince Edward Island, in regard to maintaining continuous communication between it and the mainland, or the elaborate statements of the memorialists in relation thereto, and without touching the arguments adduced to show the necessity and feasibility of the construction of the proposed tunnel, recommend that the memorialists be informed that the government of Canada will assume the cost of procuring the required data, and obtaining an estimate of cost of construction from Sir Douglas Fox, the whole not to exceed $1,650, and that a sum be placed in the supplementary estimates for the current year to cover that amount, and that when that report is received, the memorialists should be invited to revisit Ottawa and confer with the government further on the subject.

The Committee submit the above recommendation for Your Excellency's approval.

JOHN J. McGEE,
Clerk, Privy Council.

Don't Try Experiments.

Experimenting with a severe cold, now trying this remedy and then that, is dangerous business; for like lightning one can never tell where a cold may strike or finally settle. It may locate in the head and cause severe nasal catarrh; it may locate in the throat or large bronchial tubes, causing sore throat, laryngitis, bronchitis, and consumption; it may locate in the pleura, producing dangerous pleuro-pneumonia; it may locate in the muscles, causing pains and aches, only equaled by rheumatism, or it may locate in the small bronchial tubes or air cells of the lungs, causing lobar-pneumonia, the most to be dreaded of all results from a cold. There is a right way to everything, so there is a rational treatment for a cold, which must be cured promptly. The first result from a cold is the retardation of every secretive function in the body. Skin, lungs, kidneys and bowels, severally or all are affected. Therefore, the first thing to be done is to restore the functions of these organs. Because of its effect upon the skin, the old fashioned "rum sweat" was an excellent method to restore the action of the pores of the skin. But it is a dangerous method to use, because so few people are willing to confine themselves to the house long enough to recover, and to expose one's self immediately after a sweat or warm bath, is risking your life. In treating a cold among active people some method must be used that will admit of a person attending to their daily labor as usual. Among such people, probably more colds, more cases of catarrh, bronchitis, sore throat, cough and hoarseness, having been cured by the use of Johnson's Anodyne Liniment than any other remedy known. The large circular wrapper round each bottle contains simple and plain directions for treating and curing these complaints. The proprietors, I. S. Johnson & Co., Boston, Mass., will send to any address, free, a valuable pamphlet on the subject. feb5 dy6i wki

Dyspepticure—Is not a palliative, but a cure; it first relieves, then controls, and finally entirely subdues the irritation and inflammation of the stomach that causes indigestion and dyspepsia.

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As a Flesh Producer there can be no question but that

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Of Pure Cod Liver Oil and Hypophosphites Of Lime and Soda is without a rival. Many have gained a pound a day by the use of it. It cures

CONSUMPTION,

SCROFULA, BRONCHITIS, COUGHS AND COLDS, AND ALL FORMS OF WASTING DISEASES. *AS PALATABLE AS MILK.*

Genuine made by Scott & Bowne, Belleville, Salmon Wrapper; at all Druggists, 50c. and $1.00.

DYSPEPTICURE THE SPECIFIC FOR DYSPEPSIA

Dyspepticure aids Digestion.
Dyspepticure cures Indigestion.
The most serious and long-standing cases of Chronic Dyspepsia positively cured by Dyspepticure.

Price per bottle 35cts and 1.00 (large bottles four times size of small.) prepared by Charles K. Short, St. John, N.B. SOLD EVERYWHERE.

POLITICAL MEETING.

A PUBLIC MEETING of the Supporters of the Liberal-Conservative Party will be held in the MARKET HALL, Charlottetown, on TUESDAY, the Tenth day of February, inst., at 8 o'clock, p. m.

The Candidates who shall have been nominated at the Convention held that day, besides others, will address the meeting.

A. A. McLEAN,
feb2 Secretary.

FRED. de C. DAVIES,

Dispensing Chemist & Druggist,

Great George Street opposite the R. C. Cathedral.

PURE DRUGS AND CHEMICALS, Patent Medicines of all kinds; Horse Preparations, viz, Condition Powders, Liniments, Blisters, etc.

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ALSO—The Genuine No. 7 Liniment, 25 cts. a bottle, and Dr. Eaton's Asthma Remedy, price 25c., 50c. and $1.00 per bottle.

Splendid line of French Perfumes and Toilet Preparations; Atkinson's, Colgate's, Gosnell's and other celebrated makers' Perfumes; Pears', Margerison's, Colgate's, Crown Perfume Co's, Cuticura, Morse's, Herles' and Albert Soap Co's Soaps.

Havana Cigars—the finest line in Charlottetown—Oscar Amanda, Entre Nous, Newton, Queens, Picador, and other well-known brands

Pipes, Tobaccos and Smokers' Requisites generally. jan20

DISSOLUTION OF PARTNERSHIP

THE partnership between the undersigned, as Barristers and Attorneys, under the style of PALMER & McLEOD, having terminated by lapse of time, is dissolved from this date.

Dated at Charlottetown, the 31st day of December, A. D., 1890.

MALCOLM McLEOD,
H. J. PALMER,
D. C. McLEOD.

jan7—all Island prs dy 3w wky 2m

NOTICE.

THE undersigned have entered into partnership as Attorneys and Solicitors, under the name of

M. & D. C. McLEOD,

and continue the practice of the profession at the offices of the late firm, Bank of Nova Scotia Building, Charlottetown, P. E. I.

MALCOLM McLEOD,
D. C. McLEOD.

Charlottetown, Jan. 2, 1891.

jan7—all Island prs dy 3w wky 2m

H. JAMES PALMER,

(of the late Firm of Palmer & McLeod),

Barrister and Attorney-at-Law,

NOTARY PUBLIC, &c.

OFFICE—O'Halloran's Building, next door to Bank of Nova Scotia. Money to Loan.

jan7