

THE DAILY EXAMINER.

JANUARY 22, 1891.

The Board of Trade.

The lengthy and able report of the President of the Board of Trade may be taken as proof that there is plenty of work for the Board of Trade to do, and that the Board is going to do it.

One of the important topics upon which the President touches is that of communication with Pugwash. Charlottetown and, indeed, all the Southern ports of this Province are favorably situated for carrying on a mutually beneficial trade with all the Northern ports of Nova Scotia and New Brunswick. We can send produce and goods in manufactured articles for the supply of the "North Shore" with facility and cheapness—if only we have the means of communication. We should, therefore, strive to perfect arrangements for a large and profitable coasting trade, and so stimulate the enterprise of our wholesale trade and our local manufacturers.

The efforts of the Board in respect to winter communication, if not immediately successful, will, we trust, be rewarded by an improved winter service in the future. It is pleasing to learn that the Deputy Minister of Marine has been in consultation with the Council of the Board. The fact that Mr. Smith was sent from Ottawa to personally acquaint himself with the difficulties to be overcome, and to confer personally with leading men of business here, proves that the Government is alive to its duty and ready to improve its arrangements providing for an efficient, if not a continuous, service. We trust that the improvements which may be made will include the appointment of an official "located in Charlottetown and clothed with sufficient authority to act promptly in cases of emergency."

By far the most important topic discussed at the Board of Trade is that of a tunnel. There can be no doubt that the President of the Board is right in his declaration that "that which the trade and commerce of this Province most needs at the present time is a tunnel across the Strait of Northumberland;" and we heartily concur in his opinion that the people of this country should unite in demanding the performance of the contract made by the Dominion Government under the terms of Confederation. In this connection we cannot but express THE EXAMINER'S great regret that Mr. L. H. DAVIES, M. P., is not yet ready to heartily represent the interests of his constituents, but is still in that carping, critical, waiting mood, which suggests difficulties and demands certainties in advance of advocacy. What we want is an advocate in the House of Commons to do the work which Senator Howland has done in the Senate. If our representatives in the House of Commons would but do their duty as the representatives of British Columbia in the days before the Canadian Pacific Railway, there would, we believe, be no necessity for the appointment by the Board of Trade of a committee to suggest "the best means of urging the Dominion Government to undertake the construction of a tunnel across the Strait." But the course taken by the Board of Trade is, perhaps, under the circumstances, the best that could be adopted.

Direct Taxation.

THE Leader of the Opposition (Mr. Laurier) ridiculed THE EXAMINER'S contention that \$14,000,000 of revenue would be lost if Unrestricted Reciprocity were adopted and that direct taxation must consequently ensue. It is pleasing to note that THE EXAMINER is not alone in its opinion respecting this important point. The Toronto Week, a high-class journal of unquestioned independence and ability, says:

"Nothing can be more misleading than for the advocate of Unrestricted Reciprocity to assume that under that arrangement the revenue from importations, other than those from the United States, will remain undiminished. If they should do so, the very fact—if we may adapt the argument often used against Protectionists—would stamp the new arrangement as a failure. Advocates of Unrestricted Reciprocity should look this objection fairly in the face. They must not be permitted to ignore a consideration which suggests itself to the candid mind at the very outset, i. e., 'the displacement of British and other old world goods by American goods.' Mr. Thomson's question here is unanswerable, or rather can be answered only in the affirmative: 'If American goods, which now compete advantageously here with European goods, could enter free of customs taxes, would British and other European goods not enter without paying 30 or 40 per cent., would not American goods displace all others to so great an extent that over \$7,000,000 or say \$14,000,000 in all, would be lost to the Federal treasury?'"

It ought to be noted that the Mr. Thomson here referred to is, according to the Week, a writer of "well-known ability" who has occupied "from the days of George Brown until a few months ago, save for two or three years, an important position on the Globe staff, and still avows himself an ardent Liberal and an advocate of Unrestricted Reciprocity." This gentleman has estimated the loss of revenue at precisely the same amount as THE EXAMINER has estimated it, and the Week agrees with him. The Week says, also, that it is fortunate that a well known Liberal writer has come forward at this juncture, on the eve of the Liberal Convention, to say thus boldly to the leaders of the party: "Either you do believe that 'Direct Taxation on a Great Scale' is a corollary of Unrestricted Reciprocity or you do not. If you do not believe what seems to others almost self-evident, bring forth your strong reasons and demonstrate the soundness of your views. If you do, then say so frankly and honestly, and commence at once to educate the people up to your standard, since either the demonstration or the education is most surely indispensable to the success of your cause."

The Tunnel.

ANOTHER pen—one of the ablest and most eloquent in all Canada—has lately been employed in the advocacy of the proposed of Prince Edward Island Tunnel. The Rev. George M. Grant has a lengthy communication in the issue of the Week to hand this morning. Principal Grant refers to the terms of Confederation, and remarks:

"Canada carried out its engagements, in letter and in spirit, with British Columbia, though the difficulties in the way and the cost were enormous. Have we lost by so doing? No; we have gained. Besides how could we lose by keeping our word?"

"Prince Edward Island asks us, and has been asking for years, to carry out our engagement with her, and though it has been shown that the cost will probably be next to nothing, we have satisfied ourselves with make-shifts, instead of the only thing that would be satisfactory performance. What is the reason of the different treatment in the two cases?"

"It cannot be because British Columbia makes a rule of sending members to support the Government, while Prince Edward Island sends a solid delegation of six to support the Opposition, though that may be a partial or party explanation. The real reason is that in the one case the popular imagination was touched, and in the other case it was not and is not. To connect two oceans was a big thing. To connect an Island with the mainland seems a small thing. I have never seen a reference to the subject in any but one of the great Toronto dailies, and in that one the reference has always consisted of a flout concerning visionary or worse people, who propose to waste millions on impossible enterprises."

"I have spent two winters in Prince Edward Island as well as one summer, and know something of the stagnation in business and other evils connected with its annually recurring long isolation from the mainland. Few who live in Western and Central Canada know what a lovely country it is, the best in the world, perhaps, for the production of root crops, cattle and men. The militia are the tallest and stoutest in the Dominion. The people are almost entirely farmers, living, now that the land question has been permanently settled, on their own farms, a healthy, sober, intelligent and moral population of 120,000, who feel themselves as completely cut off for almost half the year from the body of which they are nominally a part, as British Columbians used to be for the whole year, and who notwithstanding have been singularly patient, as well as moderate, in stating their case and pressing their demands. Surely this very moderation should make us all the more eager to do them justice. It cannot be good policy to make such a population discontented or to allow the slightest shadow to rest on our national reputation for good faith. It is not right even to delay, unnecessarily, in such a case. The Prince Edward Island farmer hears that potatoes are selling in New York for the price of oranges, and that there is a market in Britain for turkeys and eggs, but in neither case is he any the better. Six miles and a half from his coast is a Government Railway that does not pay working expenses, and that would be glad to take his stuff down to the open port of St. John, but that lolly-covered angry strait blocks him effectually. It took Mr. Laurier and his party seven hours the other day to cross it, though there were five boats' crews together. When half-way across, Mr. Laurier must have been in a good mood to consider the propriety of a metallic subway, and he must have felt the claims of Prince Edward Island as he never felt them before. What a pity that Sir John could not be induced to visit 'the Garden of the Gulf' during the Christmas or Easter holidays, and try both the Stanley and the open boat, that is the only alternative when the Stanley is disabled! He would be converted as effectually as I feel sure Mr. Laurier is. The sum required would be in the next estimates, moved by the Leader of the Government and seconded by the Leader of the Opposition."

"All honor to Senator Howland for what he has done to press this important matter on the House for years, and all honor to the Week for its advocacy. Our duty must be done, and I would call the attention of the Week to the fact that something more is needed than a Competent Commission to enquire into the feasibility and cost of the subway scheme."

Principal Grant then alludes to the surveys and estimates that have been made, and continues:

"After seeing the St. Clair metallic subway, and hearing from Mr. Charles McKenzie, M. P., an account of its history and cost, and the probable cost of another or a longer, and after studying the geological and other conditions between Capes Traverse and Tormentines, I shall be very much astonished if the contract is let for a sum much over Mr. Shanley's estimate. And if so, what does it mean? In the first place, the tunnel will cost Canada nothing. Senator Howland proves that the total expenditure, now, for the service of maintaining connection between the Island and the mainland, winter and summer, averages \$200,000 annually. The expenditure on the present lines can never be less, and that sum is more than the interest on five millions."

"In the second, our contract with the Island will be kept in the spirit and the letter. I shall not attempt to estimate how much that is worth. In the third place, the people of the Island will be benefitted to the extent of nearly a million a year. They will also accept the tunnel as payment in full for unsettled claims, and, feeling for the first time that they are an integral part of the Dominion, will be all the more valuable members of the Commonwealth in the time to come. Other minor and collateral advantages could be enumerated. But, advantages aside, we must do what is right, and do it generously. Canada cannot afford to act shabbily towards a small province. We have set out to build up a nation. That required us to build the Intercolonial, the C. P. R., the Sault Ste. Marie Canal and the Cape Breton Railway. The subway between Canada and the mainland is needed to complete the unification of Canada, and the sooner tenders are called for it the better."

In the name of the people of Prince Edward Island we thank Principal Grant for those words of his, hearty and strong, addressed to the most intelligent readers of Canada."

CHOICE TABLE BUTTER, 20 cents per pound at Beech & Goff's. Jan 22 21

Board of Trade.

ANNUAL MEETING—THE TUNNEL QUESTION.

THE adjourned general annual meeting of the Charlottetown Board of Trade was held in the Board Room, Cameron Block, last evening at eight o'clock. Besides President Carvell, who occupied the chair, there were present: L. L. Beer, Thomas Handrahan, F. T. Newbery, George Peake, John Newson, John MacEachern, P. Blake, D. Farquharson, F. H. Arnaud, A. McNeill, T. A. McLean, R. B. Norton, H. Hazzard, James Paton, T. J. Harris, W. W. Beer, George Stanley, G. H. Hazzard and D. Small.

After the transaction of some routine business, President Carvell submitted his annual report, which was unanimously adopted and ordered to be published. The report, omitting the opening references to the finances of the Board, the change of meeting room, and the visits of the Maritime Press Association, the agent of the Chignecto Ship Railway, and Professor Robertson, is as follows:—

"The committee appointed some time ago to deal with the subject of steam communication between Charlottetown and Pugwash and other ports of the north shore of Nova Scotia has not yet reported. The matter is of great importance to the trade of Charlottetown and should receive the special attention of this corporation. Large shipments of coal will soon be made at Pugwash, which has an excellent harbor, has now direct communication with all parts of Canada and the United States, and will yet become of the first importance as a distributing point on the Strait. Its close proximity to Charlottetown will make it of great advantage to this city."

"In the matter of the extension of the Prince Edward Island Railway to the several wharves in the city, a committee was appointed some time ago to ascertain the probable cost of land damages. That committee has not yet reported, nor is it likely to do so seeing that the owners of the property required are at present unwilling to name a price."

"This undertaking being part of the original plan for building the Prince Edward Island Railway, and the Government having all the necessary powers to appropriate the right of way, there can be no good reason why the work should not be proceeded with without further delay. This subject is again recommended for your earnest consideration."

"The committee appointed some time ago in the matter of preferential claims and fraudulent assignments have not reported, and the subject is again presented for your consideration. The remedy would seem to be the passage of a well-considered law, enclosing that bill of sale, judgments or assignments given in the nature of preference shall be held by the pledge for the benefit of all the creditors of the persons executing them. It is to be hoped that an effort will be made to secure the passage of some such Act at the next session of the Provincial Legislature."

"At the close of navigation and several times since this Province was again subjected to the inexcusable delay of the winter mail service, by which the people were kept without mails for several days, and the trade of the Province seriously and unnecessarily interfered with. When, at the close of navigation, the steamers of the Steam Navigation Company ceased to run, the winter steamer Stanley was not ready for work, nor was she ready for several days afterwards. Later on, when her steam-pipe burst, she was without a duplicate, and the damaged part had to be sent to Halifax for repairs. The mails, meanwhile, were ordered from Picton to Cape Tormentine, to be brought across the Strait by the iceboats. Part of the mails were thus brought over, but before the balance could be brought to the Cape service was stopped, and the mails were again ordered back to Picton. This caused the country to be without mails for over a week. When the Stanley was waiting at Charlottetown before commencing her trips, the Council telegraphed the Minister of Marine, setting forth the facts and expressing the indignation which everyone in this community felt at the time. The reply received was unsatisfactory. Again, when the steamer was stuck in the ice in the Strait the Council sent another telegram urging that the mails be removed to the Capes and that the Stanley be allowed to continue her trip as long as possible in order that the large accumulation of produce might go forward. In reply to this a message was received stating that the mails would for the present be removed to the Capes, but no answer was made to the request concerning the Stanley's movements. Fearing from certain indications that she was about to be discontinued, the Board telegraphed to Messrs. McLeod and Ferguson, who were then at Ottawa, asking them to interview the Government on behalf of the Board, and to urge that both services be maintained concurrently and continued as long as possible. The Board received an indirect reply to say that their request would be complied with. This intelligence is satisfactory."

"The winter Strait service is bad enough at its best, but when to this is added inexcusable delays, it is unendurable. Difficulties of this nature might be avoided by the appointment of some person located in Charlottetown, and clothed with sufficient authority to act promptly in cases of emergency."

"The great loss which this Province suffers annually, through its isolation in winter is difficult to estimate, but its existence is beyond question. By the early closing of the Strait, the Island people are prevented from taking advantage of the markets abroad at a time when good prices prevail. With free access to these markets at all times the average prices obtained by the Prince Edward Island farmers and shippers would generally be largely in excess of those enjoyed in our present circumstances."

"That which the trade and commerce of this Province most needs at the present time is a tunnel across the Strait of Northumberland. It is now believed that the contract between Prince Edward Island and the Dominion under which this Province became part of Canada in 1873 can be fulfilled. This being the fact, the people of this country should unite in demanding the explicit performance of that contract at the earliest possible moment. If to fulfil this solemn engagement there should be required an annual outlay of half a million dollars or more for interest on the necessary capital, there should be no hesitation in the matter; but when, as is now believed to be the case, the annual outlay for interest on the cost will not exceed one half that sum, there can be no reasonable excuse for further delay."

"The Canadian people may safely be relied upon when they fully comprehend the matter, not to repudiate their obligations. But Prince Edward Island has an important duty to perform. It is incumbent upon them to show that although they have been patient over this question in the past, the time has now arrived for action, and for the literal fulfilment of the contract."

Respectfully submitted by order of the Council,  
LEWIS CARVELL,  
President.

"Since this report was written Mr. William Smith, the Deputy Minister of Marine, has visited Charlottetown and has this afternoon consulted the Council of the Board of Trade in

In Aid of the Poor.

GRAND CONCERT

UNDER THE AUSPICES OF  
The Oddfellows of this City  
AT THE LYCEUM,

ON  
THURSDAY NEXT, JAN. 22.

PROGRAMME.

PART I.

- 1. Opening Ode—"Sound the Glad Chorus".....Bro. F. H. Beer and Brethren
2. Song and Chorus—"Jolly Oddfellows".....Bro. W. A. Hawley and Chorus
3. Reading.....Rev. Bro. Carruthers
4. Character Song.....Bro. B. Bremner
5. Song and Chorus—"The Poor Old Tramp".....Bro. H. L. Heartz and Chorus
6. Reading.....Bro. C. B. Macmillan
7. Minstrel Song and Chorus.....Oddfellows
8. A Sketch (time, 20 minutes).....Four ob de Breddren

PART II.

- 1. Piano Duet—"Sonnambula".....Bros. Heartz and Hawley
2. Vocal Solo.....Rev. Bro. Lloyd
3. Address.....Rev. Bro. Brewer
4. Cornet Solo.....Mr. C. P. Fletcher
5. Reading.....Bro. W. A. Weeks
6. Vocal Duet.....Rev. Bros. Lloyd and Heartz
7. Reading.....Rev. Bro. Carruthers
8. Patriotic Song and Chorus—"Shamrock, Thistle and Rose".....Bro. F. H. Beer and Chorus
9. Ode—"Let Brotherly Love Continue".....Rev. Bro. Lloyd and Brethren
10. "God Save the Queen".....Bro. F. H. Beer and Brethren

Tickets, 25 cents. Reserved Seats, 35 cents. For sale at the usual places. Doors open at 7.15. Concert begins at 8 o'clock.

C. J. PATTON,  
SEC. COM.

January 19, 1891.

regard to the subjects complained of. The difficulties will no doubt be corrected in the future whenever the remedy lies with the Marine Department, but it appears that the united action of the Postal Railway and Marine Department will be necessary to cover fully the matters complained of." L. C.

An animated discussion followed the adoption of this report, for a summary of which THE EXAMINER is unable to find space to-day. The speakers dealt mainly with the importance of the tunnel project, and the necessity there was for agitating the matter. Messrs. James Paton, L. L. Beer, L. Carvell, D. Farquharson, A. McNeill, W. W. Beer, P. Blake, F. T. Newbery, John Newson, T. A. McLean and H. Hazzard took part in the discussion.

Mr. Paton moved the following resolution which was seconded by Mr. McLean:

Resolved, That a committee of five members of this Board be appointed to draw up a report and suggest the best means of urging the Dominion Government to undertake the construction of a tunnel across the Straits."

This resolution was unanimously adopted, and the following committee was appointed: James Paton, L. L. Beer, F. T. Newbery, F. H. Arnaud and George Peake. On motion of L. L. Beer power was given the Committee to add to their numbers, and the names of John Newson and T. A. McLean were added. The officers for the year were then balloted for and elected as follows:— President—L. Carvell. Vice-President—L. L. Beer. Secretary—B. D. Higgs. Council—John Newson, Thomas Handrahan, P. Blake, F. T. Newbery S. W. Crabbe, T. J. Harris, H. Hazzard, D. Farquharson. Arbitrators—T. A. McLean, D. Farquharson, F. H. Arnaud, J. MacEachern, F. W. Hyndman, J. Newson, R. B. Norton, D. Small, George Peake, James Paton, W. H. Aitken and Rob Angus. Meeting adjourned.

LETTERS TO THE EDITOR.

A suggestion.

SIR,—Would it not be prudent to suggest to the worthy Superintendent of the P. V. I. Railway, who is ever zealous in the interests of our citizens and the travelling public, the propriety of making excursion rates for the Capes special mail train. Many of us have never had an opportunity of seeing our much-talked-of "crossing at the Capes," and it is better than at any other time, might be afforded the great majority. At the same time such an arrangement would tend, I think, to increase the Railway revenue; for the cars, which now pass over this branch of the road, daily, with very often not one passenger, would, I feel assured, be well filled with excursionists. To the enterprise of Mr. Strang, we are indebted for a first class house in the commodious Landsdowne Hotel at Cape Traverse, the accommodation of which is highly spoken of. At present the special train leaves Charlottetown at 8 p. m., arriving at the Capes at 10 o'clock, returning on arrival of the boats from Cape Tormentine, thus giving ample opportunity to witness the departure and arrival of the ice boats on their perilous and exciting journey.

ALPHA.

Personal.

Mr. Philip McLaren, who has been absent at the Pacific coast for the past fifteen years, is visiting his home in this city.

"Great Men in Council."

LOUIS H. DAVIES, ESQ., M. P., WILL LECTURE IN

THE LYCEUM,

Friday Evening,

23rd OF JANUARY.

In aid of the Funds of the Benevolent Irish Society.

Subject—"Great Men in Council."

Admission, 10 cents; Reserved Seats, 15 cents. Tickets for sale at Watson's and Reddin's Drug Stores. Doors open at 7.30; Lecture at 8 o'clock.

S. BOLGER, Chairman Lecture Committee.

To the Electors of the City of Charlottetown.

GENTLEMEN,—Some three years ago you favored me with your confidence as one of the Commissioners to construct the Water Works. With what degree of satisfaction we have performed that duty I am willing to leave to your judgment. My colleagues have each in their turn retired, and have been re-elected to the Board without opposition. It appears that some parties are not willing that I should have the same courtesy extended to me. I am, therefore, compelled to ask my friends for their support on Wednesday next. As the time at my disposal is short, it will be impossible to make a personal canvass, and I avail myself of this opportunity of again asking for your support, and shall endeavor to serve your interests as in the past.

I am, Gentlemen, Your obedient servant,  
ALEXANDER MCKINNON.  
Charlottetown, Jan. 22, 1891—tl elec

To the Electors of Ward 4.

GENTLEMEN,—I have offered myself as a candidate for Civic honors, and respectfully solicit your support. I am not the nominee of any party or clique, and, if elected, will do my utmost to promote the interests of Ward Four and the City generally.

Yours respectfully,  
W. D. MCKAY.  
Jan 22

To the Electors of Ward 4.

GENTLEMEN,—Having been requested by a large number of Electors to nominate as a candidate at the forthcoming Election, I have consented, and am now in the field. If elected, I shall use my best endeavors to obtain for Wards Four and Five a fairer representation at the Civic Board than these Wards have hitherto enjoyed. I shall also give my support to the forwarding of permanent improvements, such as macadamizing certain portions of the streets each year, and will, to the best of my ability, endeavor to keep the rate of taxation as low as possible.

F. H. BEER.  
Ch'town, Jan. 22, 1891.

APPLES, &c.

WE will sell by Auction, NEXT SATURDAY, January 24th, at 11 o'clock:— 20 barrels Choice No. 1 Apples, 10 " " No. 2 " 10 half barrels Choice No. 1 Herring. E. H. NORTON & CO. Auctioneers. Jan 22—21

CARNIVAL

A Fancy Dress Carnival

WILL BE HELD IN THE HILLSBOROUGH SKATING RINK

Tuesday Evening,

3rd FEBRUARY NEXT, Commencing at 8 o'clock.

ARRANGEMENTS are being made with a COSTUMER, who will be in Charlottetown with a large assortment of Fancy Dresses.

Intending Skaters will oblige by sending in their names and characters to any of the Directors or to the Janitor as soon as possible.

Four Prizes will be Offered,

AS FOLLOWS: Five Dollars for the Handsomest Ladies Costume. Five Dollars for the Handsomest Gentlemen's Costume. Five Dollars for the Ladies' Costume being best representative of character assumed. Five Dollars for the Gentlemen's Costume being best representative of character assumed.

Admission, 25 cents. Skaters in Costume free. Jan 21

Annual Entertainment!

ST. PETER'S BAND OF HOPE, WILL TAKE PLACE IN St. Peter's Schoolroom,

THURSDAY, 29th JANUARY.

ADMISSION, 15 CENTS. Programme will appear in a few days. Jan 20

GOOD TIME COMING.

A GRAND SUPPER and ENTERTAINMENT, to be held at New Glasgow Hall, on TUESDAY, the 27th day of January, in aid of the new Presbyterian Church. Admission, 25 cents. Doors open at 6 o'clock. Jan 20

FOR SALE.

100 QUINTALS PRIME CODFISH, 600 Pound Boxes PIGS, TONS PRESSED HAY. W. J. PO WALL, 11 Queen Street. Jan 17—dy li w y li

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. Jan 13—tl

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. Jan 7—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. Jan 7—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. Jan 7

NOTICE

IS HEREBY GIVEN that the Annual General Meeting of the Shareholders of THE EXAMINER Publishing Company will be held at the office of THE EXAMINER Newspaper, on WEDNESDAY, the 28th January, inst., at the hour of Eight o'clock in the evening. W. A. F. SCOTT, Secretary. Jan 10