

THE DAILY EXAMINER

APRIL 16, 1898.

EXTENSION OF THE I. C. R. TO MONTREAL.

It will be remembered that the contracts with the Drummond County and Grand Trunk Railways, which were rejected by the Senate a year ago, involved payments of \$210,000.00 a year, for 99 years, as follows:

To the Grand Trunk Railway for the use of Bonaventure Station and other terminal facilities in Montreal.....	\$ 62,500
To the Grand Trunk for running rights over Victoria Bridge.....	40,000
To the Grand Trunk for running rights over the line from Victoria Bridge to St. Rosalie (35 miles).....	37,500
To the Grand Trunk for running rights over the Chaudiere Bridge.....	6,000
To the Drummond County Railway Company for their line from Chaudiere Bridge to St. Rosalie, including the Nicolet Branch and the reduction of the grades at St. Francis River and Carmel Hill to maximum of 52.80 feet per mile.....	64,000

Total annually.....\$210,000

In addition to this the Government agreed to pay interest at 5 per cent to the Grand Trunk on one half the cost of all improvements required to be made on their property, thus leased to the Government, during the period of their lease.

These annuities, capitalized at the rate of interest at which the Government could borrow money, represent present cash payments amounting to over seven millions of dollars, of which about two million two hundred thousand dollars would go to the Drummond County Railway.

The Senate took these grounds:

1. That there was no evidence to show that the acquisition of these running rights and leasehold interests was of public advantage to Canada,—two first-class railways already connecting Quebec and Lewis with Montreal, and

2. That the consideration proposed to be given for these rights and interests was excessive.

No satisfactory answers having been given to these objections the Senate rejected the bill.

It now transpires that new agreements have been made, subject to the approval of Parliament, between the Government and the same parties, embracing the following changes:

1. The Drummond Railway Company agrees to sell its lines complete, after reducing the grades at its own expense, and putting \$100,000 in betterments on its old lines, for an outright cash payment of \$1,600,000.

2. The Grand Trunk agrees to modify its agreement in the following particulars:

(a) To give in addition running rights over their Jacques Cartier branch connecting with the Canadian Pacific Railway, length 15 miles.

(b) To give the I. C. R. participation in local business between Montreal and St. Rosalie, which was not given under the rejected Bill.

(c) To allow the Government to pay in cash for improvements on terminals and the line from Montreal to St. Rosalie in proportion to actual use of the same by the I. C. R. and Grand Trunk, instead of the I. C. R., being charged 5 per cent on one-half the cost of such improvements.

It is quite clear that the proposed concession by the Drummond County Railway Company amounts to a round sum of \$700,000.

But the value of the proposed concessions by the Grand Trunk, though very great, is not so easily computed. The contract of 1897 established the value of running rights over the thirty-five miles from Victoria Bridge to St. Rosalie at \$37,500 per annum or \$1,070 per mile. The Jacques Cartier Branch being a suburban road and connecting with the C. R. Railway system would probably give running rights worth \$1000 per mile or \$15,000 per year. The value to the I. C. R. of a share of local business on the thirty-five miles from Victoria Bridge to St. Rosalie would not doubt be very great,—but we have no means of estimating it. The difference between the I. C. R., being called on to pay 5 per cent on one-half the cost of all improvements on terminals, stations and the line from Montreal to St. Rosalie and on the other hand its paying cash for these improvements in proportion to the use it makes of them would amount to an enormous amount in 99 years. It is safe to estimate that the new arrangement is, in this particular, more favourable to the I. C. R. than the rejected contract in at least the proportion of 5 to 1.

A mere glance at these concessions must convince every unprejudiced man that the contracts of last year were not framed in the public interest and that the Senate deserves the gratitude of the people for refusing to ratify them.

It is not too much to say that the Government are now able to obtain incompar-

able greater value at a capital cost of over a million dollars less than under the contract of 1897 which were rejected by the Senate.

The Parliamentary committees now enquiring into these matters will, no doubt, throw light on the operation of the proposed extension of the I. C. R. into Montreal, as well as on the real value of the rights and property to be acquired for that purpose. The advocates of the scheme are obliged to rest their case on the alleged advantages to flow from the I. C. R. securing a position by which it can compete for ocean bound business with the Grand Trunk and the Canadian Pacific railways. A glance at the respective distances shows the folly of the contention

From Montreal to Portland by the Grand Trunk.....	297
From Montreal to St. John by the C. P. Railway.....	481
From Montreal to St. John by the I. C. Railway.....	726
From Montreal to Halifax by the I. C. Railway.....	823

Assuming that the Grand Trunk charges only a paying rate from Montreal to Portland, the I. C. R. would, in competition, have to carry freight and passengers to Halifax at the same rates,—or in other words haul 526 miles for nothing.

To St. John in competition with the C. P. R. the free haul would be 545 miles. It is only necessary to state these distances to see how utterly valueless to Canada, or the Intercolonial Railway, is the proposed extension to Montreal.

If the I. C. R. is going to engage in a ruinous competition for through business, one of two things must happen: either the charges on way traffic must be greatly increased or the annual deficits on the working of the Government Railway will be greater in the future than in the past.

THE CHARLOTTETOWN SEWERAGE BILL.

We are glad to see that this bill, as prepared for submission to the Legislature, has been published in pamphlet form for the information of citizens. It is lengthy, and a good deal of care has evidently been taken by the City Councillors, the Recorder and others who have had it in hand. The constitution of the board of management is the matter of chief interest and importance to citizens at large; for if that be right, the rest may be left to the Board. It is pleasing to note that the board is to be one with the Board of Water Commissioners, a body corporate under the name of "The Commissioners of Sewers and Water Supply." This is in accord with the desire of citizens. The result will be a saving of expense and relief from the danger of conflict between the Water and Sewerage Commissioners, which would be highly probable if two boards were established. But if we have gauged public opinion aright, the great majority would rather see the present Board of Water Commissioners simply take on the additional duties appertaining to sewerage than be put to the additional expense and trouble of electing an entirely new Board. We know and have proved the men on the present Board, we know that they are under bonds of \$10,000 each, and that they are superior to the arts of the contract jobber and dealer; therefore we are content that they should proceed to the work of sewerage construction. But the bill provides for a new election of three commissioners, and that all three commissioners shall be elected biennially. This is a provision to be carefully considered. The election of the members of the Board of Water Commissioners in rotation has worked well in practice. Why should a change be made in this regard? Or is there any need in law or procedure for the election of an en-

tirely new Board, the members of which may prove to be—we all know the chances of an election—without experience and not strictly scrupulous in the transaction of business for the city when their own interests may lie in another direction? Citizens desire to be saved unnecessary expense in respect to sewerage and they desire that their interests—the interests of the corporation at large—shall be safeguarded. In this connection why, may we ask, is it proposed that the amount of security to be given by each member of the Board shall be reduced from \$10,000, to \$5,000? Being invested with larger powers, the expenditure of a greater amount of money, and a heavier responsibility, we should think that the bonds of the Water and Sewerage Commissioners ought to be larger than those of the merely Water Commissioners. These points affect the constitution of the Board and ought, therefore, to be critically examined by the citizens and the Legislature.

We note with pleasure that it is not proposed to enlarge the membership of the Board and that it is proposed to make them *ex officio* members of the Board of Health. A Commissioner of Sewers and Water Supply can not at the same time be a Mayor or City Councillor or hold the office of Recorder or Stipendiary Magistrate; and it is specially provided that all work under the Commissioners shall be performed by contract let by tender, except in case of emergency.

NOTES AND COMMENTS.

—Now is the time to clean the backyards and premises, as well as front lawns, walks, and streets. Have everything clean and bright for spring. A touch of paint might be a good thing.

—Some mere Utilander, residing in Kruger-street, has had the audacity to criticize President Kruger's burghers. He found some of these favoured gentlemen, with their wives, occupied on the skirts of the town—engaged busily in doing nothing; and he actually suggests that they should be made to work! He writes: "I found the men lazy, indolent, and utterly indifferent to their duties as burghers and citizens of the State. I offered them work at their own memorium, which they readily accepted, but never turned up to perform. On inquiry they informed me that sometimes they had bread, but more often meal was their staple food. Their wives seem contented as long as they get their allowance of meal and can introduce a sufficient number of children into the world to please their husbands."

LOCAL NOTICES.

Beer Bros for novelties in black goods. Low prices for Saturday on our new ties, shirts, collars, underclothing.—Come this evening to J. B. McDonald & Co.

Beer Bros for value in sunshades. Men's fancy shirts, new colourings and patterns, all sizes, direct from manufacturers, lowest price, D. C. Bruce.

Umbrellas, lowest price, at Bruce's. Men's white shirts, 38c, at D. A. Bruce's. Don't miss the concert next Tuesday evening. Look out for programme on Monday.

See our ladies' shoes for 65 cents—a real snap at J. B. McDonald & Co.

Worth Seeing.—Our large stock of dress hats, sailor hats, walking hats, flowers, ornaments and millinery trimmings, at F. Perkins & Co.

Beer Bros for value in white wear. The great millinery display continues this morning.—Moore & McLeod.

Universal admiration for the beautiful millinery designs of our Miss McKeiver was expressed yesterday. Better come today.—Moore & McLeod.

Heard one lady say "handsomest millinery display ever seen in Charlottetown." She alluded to our millinery opening.—Moore & McLeod.

Gents buy your hats at J. B. McDonald & Co.

Beer Bros for style in millinery.

DEATH OF AN AGED MINISTER.

Rev John Jenkins D. D. Passes away—Had relatives here.

A cablegram was received in Montreal on the 12th inst., announcing the death of Rev. John Jenkins, D. D., pastor emeritus of St. Paul's Church (Presbyterian) of that city.

The end of this venerable divine came while he was residing at West Dulwich, near London, Eng. At the time of his death he was in his 85th year.

Dr. Jenkins was an able and distinguished Minister of the Presbyterian Church of Canada and a Governor and Fellow of McGill University. He was married to Miss Louisa McLennan, of this city, and was a brother-in-law of Mr. David McLennan and Mrs. McPherson and Miss McLennan.

Truth Wanted.

SIR.—At the last meeting of the City Council Councillor Nicholson stated that another member of the Council had voted against the granting of a certain sum of money to John McKinnon and afterwards told Mrs. McKinnon he had voted for it. Councillor Hooper stated that he heard the same Councillor make the statement to Mrs. McKinnon. If such are the facts the people have a right to know who the man was, because others might be blamed for it. Whoever it was we should know it, so that, in future we shall be very careful not to vote for him again.

CIVIC ELECTOR.

PROPOSED BICYCLE TAX.

SIR.—The City Council is again wrestling with the bicycle question. Now, why should bicycles be taxed, anyway? Do the air tires hurt the streets? Do bicycles take up much room? Is not every rider an advocate and a worker for good roads. Surely that is a good thing. Why do they not tax owners of vehicles with narrow tires that cut up and ruin the streets and roads, and exempt those who use wide ones. I think it is too bad, this proposed tax. I am a young lady of seventeen summers, and eighteen winters, I ride a bicycle, and will not pay the horrid old tax. Why do they not tax the old bachelors instead. Tax your brains, gentlemen, to raise money in some other way. It will not be a very serious undertaking.

ALICE MAUD MARY.

BORN.

At Tignish, on the 13th inst., to Mr and Mrs. Frederick Couray, a daughter.

DIED.

In East Boston, April 9th, Katie E., beloved daughter of John and Catherine Quinn, aged 23 years, 9 months and 5 days.

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Queen Hotel, Toronto, Feb. 23, 1899.

Messrs Heintzman & Co., Toronto.

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(Signed) ALBANI.

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