

THE TUNNEL QUESTION BEFORE THE COMMONS. Summary of Mr. Davies' Speech Mr. Cockburn's Contentions.

On Wednesday last Mr. Davies moved for "all correspondence, telegrams, letters, reports, estimates and other documents relating to the surveys for and construction and cost of a submarine tunnel between Prince Edward Island and the mainland." In making the motion Mr. Davies laid the Island's case before the House in a clear, comprehensive and forcible manner, wholly unmixing with any attempt to make party capital. As he said, "I am not concerned in bandying party recriminations; I am more concerned in coming down to practical work." To do Mr. Davies justice his speech would have to be published in full. The Island's case is one with which all your readers are conversant, and it lost nothing by being presented to the high court of parliament by a gentleman who, I think I may be allowed to say, is now, at least, the ablest counsel at the Island bar. He commenced with the history of the union of the Island with the Dominion and of the compact then entered into for continuous communication. He regretted that it seemed almost impossible to make parliament understand the real position of the Island. An impression prevailed that the Island had been, in some way, favored in its treatment, but the facts were directly the contrary. He showed the inaccuracy of the popular belief that the General Government had built the Island railway, and refuted the assumptions so frequently heard that the Island was a drag on the Dominion. "If," said Mr. Davies, "the Province of Prince Edward Island is highly unproductive and sterile, it would be madness on the part of the Dominion to sanction the expenditure of any large sums of money; but if, on the contrary, that Island is a rich, progressive and prosperous country, or a country which, under normal conditions, ought to be prosperous, then the matter presents a different aspect. I want to show that so far as Prince Edward Island is concerned it is not behind any other province of the Dominion in prosperity and progress." Mr. Davies then showed the injustice of the statement that the Island contributed only \$160,000 annually in customs duties. That was the total amount paid at Island custom houses, but the actual amount contributed by the people was in the neighborhood of \$575,000. The average duty per head paid by the people of Canada was \$4.69, and estimating the population of P. E. Island at 125,000, the customs duties would amount to \$575,000. In the same way the Blue Books credited the Island with only \$887,000 for exports, while in 1872 our exports were \$1,894,174. It was incredible that the Island should be exporting one million dollars worth less than 20 years ago. Mr. Davies continued, "It is not necessary for me to call the attention of those hon. gentlemen who know the fertility of the soil of Prince Edward Island and the salubrity of its climate, to these figures; because they know that in a country such as that Island, where almost every acre is settled and under cultivation, and where there are no paupers, all the people belong to the consuming class. But for those who do not know this, it is necessary for me to state a few facts. Mr. Davies here quoted some figures from the census of 1881, as to the area under cultivation and the products of the soil, and then continued—"All of which goes to show that so far from being inferior in productive power and in the other qualities which go to make a province valuable to the Dominion, the province of Prince Edward Island stands superior to the general average of the rest of the Dominion. I do not mean to say that there may not be parts of the Dominion richer, but that taking the Island as a whole, its soil, its climate and the condition of its people, the distribution of wealth is as equal there as in other parts of the Dominion; and although we have no very wealthy men, the general average of wealth among the people is up to the general average of the Dominion everywhere. Of actual poverty there is none, and it would be impossible for an honest man, with such a climate and soil, to be an absolute pauper. Surrounded with the vast wealth of the sea around its shores, with a good soil, an equable climate, and reasonable means of bringing produce to market, there is no reason why there should be any poverty at all; and if there is poverty, or depression, or want, it is owing to an abnormal condition of affairs. Mr. Davies referred to the Northern Light and to the Stanley, and expressed the opinion—with all deference to Mr. Welsh—that, in heavy ice, no boat that can be built is capable of keeping up communication for six or eight weeks in winter. Senator Howland's subway was an experiment, to which he did not feel himself justified in asking the Government to commit itself. Of late, however, scientific inventions had worked a revolution in the cost of tunnelling, and now the question to be considered was the probable cost of constructing a tunnel, under the new condition of affairs and with the new machinery. Here Mr. Davies referred to the financial basis upon which P. E. Island was admitted in the union, being, as he said, on the anticipation that \$58,000,000 would be sufficient to complete the Intercolonial, construct the C. P. R. and enlarge the canals. But instead of that amount the Government have expended \$148,000,000, or \$90,000,000 more. Recognizing the hardship of the Island's position, some years ago, parliament granted the Island \$20,000 a year extra subsidy, but that was not a fair or sufficient equivalent, and common justice demanded that the basis should be readjusted. In addition to this there had been paid and were being raised railway subsidies in aid of constructing local lines, to the amount of \$12,687,437, all within the Provinces of Ontario, Quebec, Nova Scotia, New Brunswick and British Columbia. Besides that, there had been expended on building roads, outside of the Intercolonial and C. P. R., \$20,107,248, or altogether \$32,794,685. The Intercolonial cost \$16,908,000, the C. P. R. (in money) \$62,000,000, and the canals \$34,000,000; the subsidy to the Short Line Railway to St. John was equivalent to a present payment of \$2,687,393, and the Marine Railway subsidy \$2,343,000. So that the total expenditure on railways and canals, including Chignecto Marine Railway, was \$180,733,311, in which P. E. Island did not share to any appreciable extent. Mr. Davies then cited the promise of Sir John Macdonald to Senator Howland, to submit the tunnel for the favorable consideration of Parliament, provided the cost was found to be within a reasonable amount, and also Sir Charles Tupper's telegram promising all possible aid to the tunnel, and desired to know whether these promises would be carried out by the Government. After quoting Sir Douglas Fox's estimate of the cost, Mr. Davies proceeded to say, "So far as I am concerned, I believe that nothing short of the largest tunnel will be of practical benefit to the people. I take it that if a small tunnel could be built through which the mails could be carried in a toy car, it would be of no benefit to the people of the Island. Unless you can give a tunnel through which freight cars can pass, carrying produce from the Island to our natural markets, the United States, I do not think a tunnel would be of very great value to our people, certainly not one of the importance it otherwise would be. To give the House some idea as to how the people of Prince Edward Island are handicapped, I will give an example. I suppose it is generally conceded, in no part of the Dominion can our crops be grown as well and perfectly as in the Island, and I suppose that in no part of the Dominion can the potatoes begin to compare with those of the Island. Owing to our natural disadvantages and the fact that we are driven to export our potatoes during three or four weeks in the fall of the year and thus overcook the market, we are obliged to accept only one-half what the farmers in the adjoining province of Nova Scotia receive. I find that in 1881 there were grown on the Island 6,042,191 bushels of potatoes, the average price paid to the Island farmer being 22 1/2 cents per bushel. That price will not pay for growing potatoes. At the same time farmers in the neighboring province of Nova Scotia were receiving an average price of 44 cents per bushel. Why was that? It was because the Island farmers had to ship all their potatoes during the short period between the time when the potatoes were dug from the ground and the close of navigation, while the farmer of King's, N. S., were able to ship their crop to the market of the United States according to the demand. I receive the higher price of 44 cents a bushel I speak within the hearing of my colleagues, who are more practical men in this matter than I am, and I say that if the farmers of Prince Edward Island could, by the construction of a tunnel, or otherwise, be placed within access of the markets where they could obtain 44 cents a bushel, instead of exporting six million bushels they would export twelve to fifteen million bushels. I have talked to hundreds of farmers on the Island on this subject, and there is but one answer to the question on this point. There is hardly any object, nothing but necessity drives our farmers to sow, dig, cultivate and export potatoes for a price of 22 cents a bushel and frequently less. They would not do it if they could grow anything else. If this communication can be had under the words of the terms of the Union, if the Dominion can furnish us with continuous communication with the Intercolonial Railway and the railway system of Canada, you will give us prosperity beyond anything that prevailed in that part of the Dominion before. Referring to the cost of the tunnel, Mr. Davies admitted that it was large and that it required careful consideration and strong arguments to ask the House to commit itself to the expenditure of \$11,000,000, but the scheme should be judged on its merits, and not classed as a wildcat one because foolish expenditures had been undertaken before which had resulted in no good. He asked for a tunnel not only on its merits, but he demanded that the House would look with fair and reasonable eyes on the compact made with the Island, and which he was sure the people of Canada did not desire to ignore. He would not ask for the construction of a cheap tunnel, for the only tunnel which could confer on P. E. Island benefits commensurate with its cost was that one which would admit of the passage of freight cars so that the exports could be carried to their best markets. The House should consider the disadvantage under which the Island labored because of its isolation and the fact that the National Policy bore ten times more heavily on the Island than on other parts of the Dominion, because the Island did not derive any of the incidental advantages that other parts of the Dominion did from the N. P. In the great cities where manufacturers congregate, there are some compensating advantages given to the people for the great disadvantages which it is alleged the National Policy causes, but in Prince Edward Island, while we are obliged to contribute as much per head of the population as elsewhere, we receive nothing in the world in return, and for our produce we get only one-half as much as is paid for the same produce in the adjoining province. We have a compact which entitles us to be placed in continual communication with these other provinces, and although I do not want to ask unreasonable or improper favours for Prince Edward Island, or unreasonable or improper expenditure in this critical financial period of the history of the Dominion, I ask fair-play and justice and the application of the same principles to the compact you have entered into with the province of Prince Edward Island. When Mr. Davies sat down Mr. George Ralph Richardson Cockburn, M. P., for Centre Toronto, arose. I am not going to inflict upon your readers even a summary of Cockburn's rhodomontade—suffice it to say that he brought the Island into debt about \$600,000 a year. He estimated the cost of the tunnel at \$16,000,000. Said he: "There may be a few odd chickens, a few dozen eggs and bags of potatoes left on the Island which could not be crossed at that particular time, but there could not be a great many, as the number of passengers carried on ice-boats when the Stanley was not running during the winter of 1889-90 was about 70, and they paid out of their own pockets in solid money \$61.46, and the amount received for freight on the ice-boats during the winter of 1888-90 very nearly reached the sum of \$10. The total revenue got from the ice-boats was \$171.46, not more, and we are soberly asked to spend \$16,000,000 in that interest." There is no necessity for any more specimens. When Mr. Cockburn got through it was six o'clock and the Speaker left the chair. W. C. D.

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PROVINCIAL LEGISLATURE. HOUSE OF ASSEMBLY.

THURSDAY, July 2. The bill to incorporate the minister and trustees of the Presbyterian Church of Bonshaw was read a second time and passed in Committee. The bill to incorporate the Sealtown Hall Company was read a third time and passed. Mr. Bentley asked the Commissioner of Crown Lands to lay on the table of the House a statement showing the number of tenants on each township who are still in arrears for their lands, and the amount of the said arrears. Hon. Mr. McMillan said that he would furnish the information required. Mr. H. C. Macdonald asked the Leader of the Government if the report of the engineer engaged to survey the Hillsborough had been received, and to lay on the table the plans, specifications and other information relating to the same. Hon. Mr. Peters said that the engineer's report had been received and would be submitted. The bill respecting public lands was read a third time and passed. Mr. H. C. Macdonald moved the second reading of the bill relating to marriage certificates. House went into committee, Mr. McWilliam in the chair, and the bill was reported agreed to. Hon. Mr. Peters submitted the following resolution: Resolved, that it is advisable to introduce a bill authorizing the Government of Prince Edward Island to raise by debentures a sum not exceeding the sum of \$185,000. He said that after investigation it had been found that \$185,000 were required to place the Province on a fair basis. What is to be done in respect to that debt? Three ways may be adopted. (1) Issue debentures. (2) Draw capital at Ottawa. (3) Raise the amount by taxation. The two latter are impracticable. The policy of drift is not possible. The only practicable course to be taken is to pledge the credit of the province and raise the money by debentures. The exact amount of which the province was short on the 24th April last was \$176,000. In respect to this balance the old duty bonds—merely nominal assets—were not counted. Then, the Provincial Building must be put in order, must be permanently improved. This would cost about \$10,000. It may not be necessary to raise the whole amount at the same time. We propose to raise the money in such a way as to avoid paying interest at the banks. A hundred thousand dollars may have to be raised immediately. The rest will not be needed for some time to come. The Leader of the Opposition moved the adjournment of the debate. FRIDAY, July 3. Mr. Bell moved the second reading of the bill to incorporate the Cape Traverse Hall Company, and the bill was agreed to in Committee. Mr. Farquharson presented a bill entitled an act to amend an act incorporating the members and trustees of Zion Church. Hon. Mr. Peters presented a bill to amend an act for the incorporation of the Charlottetown Cemetery Company. Mr. Bentley moved the third reading of the bill incorporating the Presbyterian Church of Tryon and Bonshaw. The bill was read and passed. Mr. H. C. Macdonald moved the third reading of the bill relating to marriage certificates. The bill was read a third time and passed. Mr. A. McLean gives notice that he will tomorrow or at an early date ask the Commissioner of Public Works if it is the intention of the Government to open a short road from Macdonald's Mills, Valleyfield, to Montague Bridge, as petitioned for some time ago; also, if it is the intention of the Government to widen a part of the road leading from Valleyfield to McRae's Mills, Brown's Creek; also, if it is the intention of the Government to comply with the prayer of a petition from R. Mackay and others, asking for a special grant for a road leading from County Line to Green Marsh. Mr. McLean replied that the petition would be considered and the matter investigated. House went into committee to further consider the County Courts Amendment Act, 1878. The bill was reported agreed to with an amendment. Dr. Jenkins moved that the City Bill be referred back to committee for the purpose of considering an amendment to the effect that all who are entitled to vote for the Mayor and Council shall be entitled to vote at the plebiscite election, provided that he is not in arrears for taxes for more than two years. House went into committee. Hon. D. Gordon in the chair. House took recess.

Supreme Court. The Queen on prosecution of W. W. Wellner vs. Richard Thorne, Chas. Thorne and Terrace McAttee, indictment for malicious injury to property. No bill. The Queen vs. Mary Ann Todd, indictment for larceny. No bill. The Queen vs. John Joy, indictment for assisting a prisoner to escape. No bill. The Queen vs. Mari Cumming, indictment for housebreaking and larceny. True bill. Arraigned, pleaded guilty. The Queen vs. Henry McEwen, indictment for larceny. True bill. The Queen vs. Laura McNevin, indictment for larceny. True bill. The Queen vs. William Mahar, indictment for housebreaking with intent. True bill. The Queen vs. Norman Valley, indictment for housebreaking with intent. True bill. Pled not guilty and said he would be ready for trial on Monday. The Queen vs. John O'Conner, indictment for housebreaking and larceny. No bill. Several absent debtor cases were disposed of this morning. The applications for examination prior to admission to the Bar of W. L. Strickland and H. C. Shaw were granted.

MANY prominent men are now being carried off by the ravages of la grippe. When we consider that by using Campbell's Quinine Wine as a preventative we can ward off the attacks of la grippe, we would advise you to purchase a bottle from your druggist. THE FIRE LAST NIGHT. THE stables of W. B. Robertson and W. P. Colwill were destroyed by fire last night, and some other buildings in the neighborhood were badly scorched. The fire was discovered about twenty minutes to twelve o'clock. There is a difference of opinion as to where it started. Mr. White, in the employ of R. K. Bruce, who saw the reflection of the fire on the market building, and was on the scene before the alarm was sounded, says that both buildings were on fire then, that the fire appeared to be burning fiercely in the loft of both stables which were close together. Some others who saw the fire in its early stages are of opinion that it originated in Colwill's building. In Mr. Robertson's stable were four horses, one of which was the well-known Clydesdale Stallion Trojan. All were burnt to a crisp. Some hay and straw, wagons, and a quantity of harness, also came to grief. The fire was so far advanced when discovered that it was impossible to save anything. Mr. Robertson had a two-thirds interest in Trojan, and his brother, Mr. John Robertson of Long Creek, a one-third interest. He was valued at \$2,000. The other three horses were owned by Mr. W. B. Robertson, and were valued at \$400. There was no insurance. The wagons, harness, etc., destroyed were valued at \$100; no insurance. The stable destroyed was comparatively new, having been erected at the same time as the new warehouse on Kent Street. The loss on this building alone was \$600. It was insured for \$400. Total loss, \$3,100; insurance, \$400. Mr. Colwill's stable was destroyed, as were also several crates of crockery and glassware stored therein. There was no insurance on either the building or its contents. The building was new. Estimated loss, \$600. The fire, which is believed to be the work of an incendiary, burned fiercely. Owing to an accident to the main pipe of the waterworks, which was being repaired when the alarm sounded, there was very little pressure on, and the fire was consequently not checked as quickly as it would otherwise have been, notwithstanding the plucky manner in which the firemen battled with the flames. Sissy steam engine was taken out for the first time since the introduction of the waterworks, and took up a position at the tank at Dawson's corner. Fortunately there was little or no wind blowing at the time, or we would likely have a much larger conflagration to chronicle to-day. However, it is bad enough as it is. The machinery in Mr. Robertson's rear shop was promptly removed, as was also the machinery in the warehouse of Mr. Donald McKenzie adjoining. Both buildings were damaged somewhat.

LUMBER BY AUCTION, CONNOLLY'S WHARF, Monday Evening, July 6th. 15 THOUSAND HEMLOCK BOARDS, 5,000 2 inch Plank, 5,000 3 inch " Deals, 20,000 2x3 inch Hardwood, in Ash and Birch, 12,000 Pine Boards, 40,000 Clear Cedar Shingles. Sale at 6 o'clock, p. m. E. H. NORTON & CO., Agents. j3—dy

SEALED TENDERS, addressed to the undersigned, and endorsed "Tender for Coal, Public Buildings," will be received until THURSDAY, 3rd July next, for Coal Supply for all or any of the Dominion Public Buildings. Specification, form of tender, and all necessary information can be obtained at this Department on and after Monday, 29th June. Persons tendering are notified that tenders will not be considered unless made on the printed forms supplied, and signed with their actual signatures. Each tender must be accompanied by an accepted bank cheque payable to the order of the Honorable the Minister of Public Works, equal to five per cent. of the amount of the tender, which will be forfeited if the party declines to enter into a contract when called upon to do so, or if he fails to supply the Coal contracted for. If the tender be not accepted the cheque will be returned. The Department will not be bound to accept the lowest or any tender. By order, E. F. E. ROY, Secretary. Department of Public Works, Ottawa, June 26, 1891. 31—jv3

EXTENSIVE SALE BY AUCTION. Horses, Cows, Carriages, Farming Implements, Household Furniture, Hay, Oats, etc. I AM instructed by the Executors to the Estate of the late Justice Peters to sell by Auction, at his late residence, Sidmouth, on WEDNESDAY, the 8th day of July, commencing at 11 o'clock, a. m. Horses, Cows, Carriages, Sleighs, Farming Implements, Hay, Oats, Coal, Wood and Household Furniture. P. BEARSTO, Auctioneer. june30

Plate Glass Insurance. DOMINION PLATE GLASS INSURANCE CO. \$50,000 Deposit with Dominion Government. NORTON & FENNELL, AGENTS. ju24—dy 2w 2aw wy 2w

2,000 Butter Tubs. CARVELL BROS. Ch'town, May 22, 1891—2aw pat guar

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AFTER careful study and consideration we have come to the conclusion that by adopting the Cash System we shall be able to save our patrons a good many dollars on their jewelry bills. As a step in this direction we will, from July 1st, allow twice our usual discount on all goods paid for when bought. As our goods will not be marked up, but several instances actually marked down, goods booked will be charged at marked price. We trust our customers will at once be convinced that it will be to their decided advantage to buy FOR CASH ONLY. Thanking our patrons for their confidence and patronage bestowed on us in the past, we shall, by careful attention to their interest, aim to merit the same in the future.

E. W. TAYLOR, CAMERON BLOCK, Charlottetown, July 3, 1891.

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Our Motto: Purity and Quality.

FRANCIS DRAKE'S CELEBRATED

Belfast Ginger Ale, Champagne Cider, Lemonade. (IN PINTS AND HALF PINTS.)

Best in the Market, which a Trial will Prove.

Just the thing for TEA PARTIES, PICNICS, etc. Families and the Trade supplied. Write for prices.

THORNE BROS., Sole Agents for P. E. Island. June 26—dy 1m eod