

CALENDAR FOR JULY 1894.

New Moon, 1st day, 1h 32.0m, a. m. below horizon.

First Quar 9th day, 6h 2.5m, p. m. S.

Full Moon, 17th day, 6h 50.3m, p. m., E. below horizon.

Last Quar 25th day, 4h 54.5m, p. m., N. below horizon.

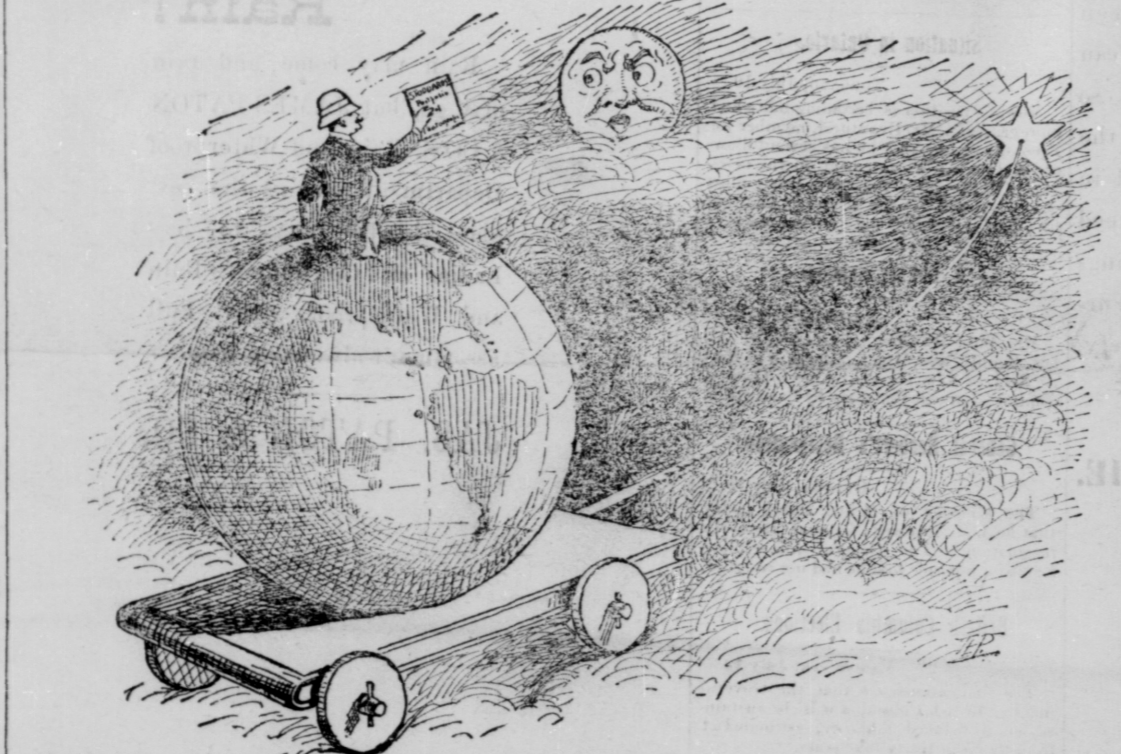
Day of Week	Sun rises	Sun sets	High water
1 Sunday	4 18	7 49	9 38
2 Monday	5 18	8 49	10 22
3 Tuesday	6 19	9 49	11 11
4 Wednesday	7 20	10 49	11 59
5 Thursday	8 21	11 48	12 45
6 Friday	9 22	12 47	1 32
7 Saturday	10 23	1 47	2 19
8 Sunday	11 24	2 47	3 07
9 Monday	12 24	3 47	3 55
10 Tuesday	1 25	4 46	4 43
11 Wednesday	2 26	5 45	5 31
12 Thursday	3 27	6 44	6 19
13 Friday	4 28	7 43	7 07
14 Saturday	5 29	8 42	7 55
15 Sunday	6 30	9 41	8 43
16 Monday	7 31	10 40	9 31
17 Tuesday	8 32	11 39	10 19
18 Wednesday	9 33	12 38	11 07
19 Thursday	10 34	1 37	11 55
20 Friday	11 35	2 36	12 43
21 Saturday	12 36	3 35	1 31
22 Sunday	1 37	4 34	2 19
23 Monday	2 38	5 33	3 07
24 Tuesday	3 39	6 32	3 55
25 Wednesday	4 40	7 31	4 43
26 Thursday	5 41	8 30	5 31
27 Friday	6 42	9 29	6 19
28 Saturday	7 43	10 28	7 07
29 Sunday	8 44	11 27	7 55
30 Monday	9 45	12 26	8 43
31 Tuesday	10 46	1 25	9 31

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NEW SERIES CHARLOTTETOWN, P. E. ISLAND TUESDAY, JULY 10 1894. VOL 34.—NO. 7

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dy & wky—June 9

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A. J. MURPHY,
Merchant Tailor
June 1, 1894.—(in f s t)

SENATOR FERGUSON'S SPEECH

Public Works and Winter Communication.

(Continued.)

Hon. Mr. (Boulton)—How do you arrive at \$100,000.00 for the Canadian Pacific Railway?

Hon. Mr. Ferguson (P. E. I.)—The cost of construction of the Canadian Pacific Railway since 1873 has been \$61,376,500. Interest at 4 per cent, compounded added to that makes \$100,215,055.

Hon. Mr. (Boulton)—I think interest ought to be left off in order to make a clear statement. If you compute compound interest we will never get a fair statement.

Hon. Mr. Ferguson (P. E. I.)—The general statement that I submitted to the House at the beginning of my remarks do not include interest. I am now refuting the argument that I meet so often, and hon. gentlemen will excuse me for taking the same principle to the Prince Edward Island Railway. I am not doing it for the purpose of magnifying the cost of these works. In the general statement which I first submitted to the House, and which answers the purpose I then intended, I have not included one cent for interest at all, but in the statement that I am now making at a meeting with the tax levayers of the Island Railway and the other great public works is the same manner, to show that the Prince Edward Island Railway is not unduly burdensome to the tax levayers of Canada. I will now take the Prince Edward Island Railway, and before doing so I will say that there has been \$19,691,967 voted or paid for subsidies to other roads besides those I have named, and that an approximation of the amount of interest would be about \$2,000,000. The other calculations regarding the Canadian Pacific Railway, the Intercolonial Railway and the Canal, which I have submitted, have been carefully worked out, and that is the result. Coming to the Prince Edward Island Railway, the Dominion of Canada has constructed \$596,392 to its cost. Interest on the above at 4 per cent, compounded, is \$480,132, and the working expenses of the road have been \$4,178,785.25. Being a total on the debit side of \$5,255,811.25. The receipts on the other side have been \$2,662,471.31, so that the loss to Canada on the Prince Edward Island Railway has been \$2,593,339.94.

Lost on construction.....\$ 596,392 99
Interest on above at 4 p. c.....480,132 88
Working expenses.....4,178,785 25
Receipts.....\$ 2,662,471 31
Loss to Canada.....\$ 2,593,339 94

Loss on public works since 1873, exclusive of the Prince Edward Island Railway, including interest:—

Loss on Intercolonial Railway.....\$ 55,287,762 38
do do Canadian Pacific Railway.....66,489,620 00
do do other roads.....100,215,055 00
do do other roads (interest approximated).....31,691,967 60
Loss to Canada.....\$253,683,404 38
P. E. Island's share, one-fourth.....63,420,851 10

It will thus be seen that the pro rata burden on the people of Prince Edward Island for the construction and maintenance of the great public works from which they derive no benefit is nearly three times as great as the burden which the Dominion taxpayer on the mainland is called on to bear for the Prince Edward Island Railway. In these latter calculations I include the entire cost to Canada since 1873.

My object in making up this calculation was to show that there is no ground whatever for the statement that it is often made that Prince Edward Island should abandon her pretensions to the expenditure on public works for her benefit and to contribute to the Dominion of Canada on the ground that there is a small deficit or loss in the working of the Prince Edward Island Railway. That road, from the fact that the original cost is not charged to the Dominion of Canada, is not by any means so large a loser relatively to the population of the Island as the other public works throughout the Dominion. I would say further in regard to this matter that there is another consideration which hon. gentlemen should bear in mind when they are considering the matter of the Prince Edward Island Railway not fully meeting its working expenses, and it is this—I would be sorry to say, indeed I do not believe that any such arrangement is intentional on the part of the Dominion Government, but the Prince Edward Island road, but I have no hesitation in saying that I know from my own business that the tariffs on the Government railways are arranged as to divert the natural business that belongs to the Prince Edward Island Railway to the Intercolonial Railway. I make this statement that the Dominion Government has not done so, but per carodam is charged for material shipped from the west for Charlottetown if it goes over the Intercolonial Railway to Point St. Charles and over the Prince Edward Island Railway to Charlottetown than if it goes to Charlottetown via Picton some 80 miles further on Government roads. The Dominion Government does not get the advantage of it in its earnings. This may be right from a railway point of view—I am not taking that ground but deal with the fact as it exists, and have not the slightest doubt that just such arrangements have a great deal to do with the deficit on the Prince Edward Island Railway. I take another ground in dealing with the Prince Edward Island Railway. The expenditure is nearly all charged to working expenses. During the last six years there has been only one entry in the Minister of Railways report for capital account on the Prince Edward Island Railway—an item of \$8,300. For six years there has been but that one item, while we find on the Intercolonial Railway in the same period there was an expenditure of \$2,339,693, and it seems to me that the Prince Edward Island Railway may have been an extremely well built road, but that it has had no capital expenditure of any kind for six years, and it seems strange that there should be this great difference as shown by the report of the Minister of Railways. Before leaving this branch of my subject I want to make another statement. I had the honour in the winter of 1886 of visiting London, in conjunction with the present Chief Justice of the province of Prince Edward Island, the Hon. Mr. Sullivan, and presenting on that occasion some of the claims of Prince Edward Island. We had the honour of meeting the High Com-

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Charlottetown, May 25, 1894—t

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HENRY SMITH,
Secretary Sherwood Cemetery.
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