

THE DAILY EXAMINER. MAY 20 1891.

The Tunnel Report Considered Favorable

While the Liberal press of the country is actively engaged in poking fun at the tunnel, and our Liberal representatives and pseudo-advocates of the scheme are doing their best to damage our chances of securing it from this Parliament by an ill-timed and disloyal advocacy, it is highly pleasing to know that there is a highly satisfactory report from the board of English engineers who have been examining it, and that the message recently cabled to this country by Senator Howland is susceptible of a more generous and encouraging interpretation than many were at first willing to apply. No one will for a moment question the Senator's unflinching faith in the ultimate realization of the dream of so many years; nor can there be found a fair-minded man unwilling to give him credit for the immense study and labor he has bestowed upon the subject. Therefore, we felt all along that something particularly favorable to the project must have been evolved by the London conference, otherwise these figures would not have been given us before they were officially made public. Of course the real value of the estimates which have been furnished will not be known until read in the light of Mr. Fox's report. But we are glad to find fresh hope, and to give an interested public good grounds for hope, also, in the following extracts from Senator Howland's letter to Father Burke, bearing date of May 4th:

"Sir Douglas Fox's report will be completed next week, but I have been permitted to see the rough draft of it. It is as well I came here; and I think the sequel will prove that I have saved the matter quite a large sum of money, as you will see when the report is published.

"We had a board of the greatest engineers and contractors skilled in tunnelling in the world and the feasibility and practicability of the work is now placed beyond the shadow of a doubt. The discovery of suitable brick clay, too, is a great factor in our favor. It is proposed to use iron for nearly two miles, and the balance of Island made brick. The estimates are as follows: For a tunnel just under twelve feet—which is one and a half feet larger than the London Borough and Southwark Subway—five million dollars. This subway, which I passed through four different, does great service. It is run by electric motors, has perfect ventilation, goes under the Thames and is about 4 1/2 miles in length. A sixteen-foot tunnel, which would take all our rolling stock and all the I. C. R. stock, except Pullman cars, dining cars and some large freight cars, would cost ten millions. One of eighteen feet, which would take every kind of American rolling stock, eleven and a half millions.

"I am glad we have now gotten to the bottom of the matter. I can assure you I had every feature of the undertaking well thrashed out by competent men. I made a very full examination of the London one myself with regard to motive power, ventilation, etc. It is a marvellous piece of work.

"I came here (Liverpool) to-night and tomorrow Francis Fox (Sir Douglas's brother) accompanies me through the Mersey Tunnel, to show me the improved ventilating fans which they have in operation here. This is a new work and is supposed to have all the latest and best appliances. After I see this, I shall take a look at the Severn with the chief engineer of that tunnel, and this done, will go over to Ireland at once and take the first steamer for New York, the shortest route."

Concerning the other mission with which Senator Howland was intrusted by the Federal Government, we read with pleasure in the same letter, the following:

"I was equally successful with my other mission as you will by and by see."

We take it as encouraging that our delegate considers both his missions successful and can safely assert, the howl of the opposition press to the contrary, notwithstanding, that both the Provincial Government and Federal Governments have unmistakably, once more, put the right man in the right place.

Cape Traverse Wharf.

It is very pleasing to find in the Government estimates for the coming year the item of forty thousand dollars for the extension of the wharf at Cape Traverse. We hope that the money will be judiciously expended, and that, as a result, we may have communication by steam as long every year as possible between Cape Traverse and Cape Tormentine.

The estimates also contain an item of \$5,000 for the removal of the station house at Summerside.

The Government majority in Algoma on Monday last was about 300; at the previous election it was about 50. And we are told that the whole country has "gone grit."

The Canada Gazette of Saturday last announces officially that "His Excellency the Governor-General has been pleased to call to the Senate, by Letters Patent under the Great Seal,—

"The Honourable Andrew Archibald Macdonald, of Charlottetown, in the Province of Prince Edward Island, vice the Honourable R. P. Haythorne, deceased."

The Boston Herald makes the sensible suggestion that the best law for the punishment of drunkenness would be one providing that the men sentenced to confinement should labor during the time of their imprisonment, and that the wages earned should be paid to their families. There are many men who can be depended upon to get drunk once in about so many weeks, anyway, and their families are usually the chief sufferers during their term of confinement in prison.

Ottawa Correspondence.

Last Monday afternoon, before a full house, and in presence of crowded galleries, Mr. Tarte, M. P. for Montserrat, formulated his celebrated charge of corruption and malfeasance in office against Sir Hector Langevin, Minister of Public Works, and Hon. Thomas McCreedy, M. P. for Quebec West. They simply amounted to this: that Sir Hector, as head of the Public Works Department, through his friend Mr. McCreedy, took advantage of his high position to award Government contracts to a ring of contractors in which they were interested, at enormous prices, to the great loss of the country and the enrichment of the contractors and themselves. Mr. Tarte, who, in his newspaper Le Canadien, has at one time or another abused every public man in the Province of Quebec, has been repeating these charges for over twelve months, and, as he says himself, has secured his election to parliament for the purpose of exposing and punishing Sir Hector and Mr. McCreedy. The grifts were in possession of the charges last session, but did not press them, never for one moment fancying that a dissolution would take place before another meeting of parliament. They held them in reserve and they were badly sold. They are not nearly so anxious to have justice done as they are to use the charges to their political advantage. It will be remembered that months ago Mr. McCreedy instituted criminal proceedings against Mr. Tarte in the Quebec courts; but through the disgraceful intervention of the crown officers of that Province, acting by Mr. Mercier's orders, the case was postponed, notwithstanding that the presiding judge protested in the strongest terms against their proceeding. It is certainly very amusing to read the telegraphic despatch to the Patriot describing Mr. Tarte's formal accusation on the floor of the House of Commons. There was neither sensation nor excitement; all was quiet and attention, except when once or twice, the grifts displayed their animus and their bad taste by applauding Mr. Tarte. The accuser made his charges plainly, while Sir Hector and Mr. McCreedy, unity though they may be, calmly and confidently, and unhesitatingly, denied the truth of the charges, and declared themselves not only innocent of any wrong-doing but able to prove their innocence and anxious for the opportunity of doing so. At least Mr. McCreedy should be given the credit of having taken immediate and prompt measures to establish his innocence in a court of law, and that he has so far been unable to bring the case to trial, is not his fault. There is little doubt that the charges are baseless, and that the whole affair is a conspiracy to punish Sir Hector and Mr. McCreedy, and to injure the Government. But even so, it will no sooner be buried than there will be some other scandal brought to the front. I cannot imagine that there can be any large number of people so foolish as to be deceived by the constant grift cry of Government corruption and swindling and stealing and incompetency brought against the Ministry. What do these charges ever amount to? What attempt is ever made to prove them? During the recess and in the midst of an election campaign they are more than abundant, but when it comes to cool, dispassionate enquiry before Parliament, where are they? Certainly, Mr. Tarte has fyled his indictment, and it would be more decent if the Opposition press would wait the outcome of the parliamentary enquiry rather than assume the guilt of the accused, as they have been doing for the past year. But it is as, I have already said, not justice they are looking for, but the chance to make political capital.

Then, when there are no scandals available, they have to fall back on discussions in the Cabinet—Langevin and Chapleau hate one another, and Caron hates both of them; Curran wants Costigan's portfolio, and Clarke Wallace thinks McKenzie Bowell has been Minister of Customs long enough; Sir John is disgusted with Foster's mismanagement of the Finances, and Thompson, fearing shipwreck, is going to take a seat on the Supreme Court Bench; Sir John is unwell and threatened with heart failure, while it is an open secret that Tupper bossed all hands and was "cock of the walk" during election times. These are the stories wherewith the Globe and the minor organs of the party endeavor to inspire their followers with hope. These yarns have been repeated with but trifling variations for years' past; and how much truth is in them? If such discord existed among a dozen men, how long would they hold together; and yet we find the Government with a stronger following to-day than they had after the general election of 1887! My fellow Islanders are a long way from the scene of operations, and they suffer not a little from their isolation during winter; but they are a reading community, if they would only read the right kind of literature, and not accept as gospel the utterances of the Globe, the Mail, the Montreal Witness and the Patriot.

But to return to Mr. Tarte's charges. He moved that they be referred to select a committee to investigate. But Mr. Edgar, who was running the opposition that day, in the absence of Mr. Laurier, moved in amendment that they be referred to the Standing Committee on privileges and elections, and so it was resolved unanimously without debate. This committee met last Friday and commenced the hearing. Both sides are represented by counsel, and from present observation, it looks as though the case will occupy a long time.

The day's session was largely devoted to Island matters. Mr. Perry opened the ball by making the motion, which I spoke of last week, for a return regarding the running of the Stanley last fall and winter; and in the course of a lengthy and vigorous speech, reviewed the disabilities under which the Island labours in consequence of the unsatisfactory winter communication, with special reference to the occurrences of last fall, when some nine days elapsed after the close of navigation, before the Stanley was ready for work. He was supported by Mr. Davies, in a few moderate remarks, in which, while highly commending the Stanley, he condemned the practice of managing her from headquarters, and urged upon the Government the necessity of having a responsible officer resident on the Island, with power to direct her movements. He also dwelt strongly upon the inconvenience and loss which had accrued to the Island from the delay last fall in getting the Stanley to work. The Minister of Marine—who promised the papers asked for—would admit that only a delay of three days had occurred, which, he said, was owing to the Stanley's boilers having been filled with salt water instead of fresh water.

Nor would he promise to make any change in the management of the Stanley, considering the present system to be the best. The Postmaster-General felt himself called upon to remark that the cost of the Island mail service was far in excess of the receipts, which were less per head than in any other Province of the Dominion. This brought Mr. Perry to his feet again, when he promptly enquired was not that also the case with the Intercolonial Railway and with the Ontario canals, and indeed was not the whole postal expenditure of the Dominion far in excess of the postal revenue? Mr. Perry had the best of the argument,—there is no getting over that. I was very glad that the other four members from the Island did not consider it incumbent on them to follow Messrs. Perry and Davies. This was the case in last Parliament; so sure as one member had a grievance, all his colleagues felt bound to come to his assistance, for fear, I suppose, that their constituents might consider them lacking in their duty if they did not speak on everything relating to the Island. I know this is the practice in our Legislature at home; every member must "put himself on record," and my friend, James R. from Souris, was never satisfied unless he "recorded" himself several times. It was very amusing in last Parliament to observe the two members from Halifax, Jones and Kenny, on opposite sides. So sure as Jones made a speech Kenny would immediately rise and contradict every word he said, and if Kenny spoke first Jones would follow and ridicule Kenny's statements.

Appropos of the Postmaster-General's allusion to the Island, I here introduce a letter which appeared in last Friday's Ottawa Journal, over the signature of "Punch." Any enquiries as to the personality of "Punch" can be promptly answered by the "genial proprietor" (I borrow from the Summerside Journal) of the Hotel Davis.

PRINCE EDWARD ISLAND'S POSTAL FIGURES. Editor Journal: Surely your epitome of yesterday's parliamentary proceedings cannot have represented the Postmaster-General correctly. You report him to have said, referring to P. E. Island, "that the whole postal revenue of the Island averaged annually only \$13,000, whilst the cost for carriage alone, by steam and rail on the Island, was upwards of \$30,000. The Island receipts were the smallest in proportion of any place in the Dominion." Now I turn to the P. M. G.'s report for 1890, page 8, where I find that the gross postal revenue for last year was \$36,851, and the net revenue \$25,585. I take the postal revenue for the last six years, and I find that it has averaged \$32,552, so where the P. M. G. could get his average of "only \$13,000," I am at a loss to know. It is quite true that the Island postal receipts are the smallest in proportion of any place in the Dominion, but so also is the Island postal expenditure which last year, was only 49 cents a head. The statistical year book of Canada for 1889, page 248, gives the Island's postal expenditure for that year as 50 cents a head, against \$1.16 for Manitoba and the N. W. Territories, \$1.14 for British Columbia, 80 cents for New Brunswick, 78 cents for Ontario, 71 cents for Nova Scotia and 54 cents for Quebec. This morning's Empire reports the P. M. G. to have "pointed out that the cost of providing a mail service for the Island was three times greater than the revenue from that service." Certainly if \$36,852 multiplied by 3 makes only \$59,122, the Empire is correct. Ontario, I know, puts on very considerable airs, and points the finger of scorn at little P. E. I. because she pays 75 cents postal revenue a head to the Island's 39 cents, but will Ontario explain how it comes that Manitoba and the N. W. T. beat her by one cent a head in their postal contribution? Figures can be made to tell strange stories, and I could bring the Island out ahead every time if I chose,—but I am too busy.

Ottawa, May 13, 1891. (TO BE CONTINUED.)

The Dominion Illustrated to hand this morning contains the following paragraph. Besides being complimentary to the Master of the Rolls, it contains an answer to the letter of "H" in this day's issue of THE EXAMINER:—

"The appointment of Edward Hodgson, Esq., Q. C., to the vacant seat on the bench of the Supreme Court of Prince Edward Island has given, I am safe in saying, universal satisfaction; those who are competent to judge will bear me out in saying that the Supreme Judiciary of the Island has always been graced by men of the highest legal ability, dignified carriage and unimpeachable qualities; as well as a marvellous oratorical endowment, are eminently present, and the traditions of the court will be ably maintained. The Prince Edward Island judges do not get half the credit they are entitled to; I doubt if anywhere in the Dominion there is a body of men who are so hard worked. Litigation there is carried on to an extent which would appal any community but one of Scotchmen and Irishmen such as compose nine-tenths of the Island's population, but among these people 'fight' of some kind is a conviction necessary to the enjoyment of their food, and courts petit and courts supreme are kept busy all the year round. There are only three Supreme Court judges, and it is a rare thing indeed for them to have a real holiday; but whilst there is never a complaint, never a murmuring, but on they plod year in and year out, patiently listening to the dreary round of John Doe's complaints about the behavior of Richard Roe, and there is nothing to intimate the hearty aspirations that these two belligerent scoundrels who have kept the world by the ears ever since the time of Sir Ed. Coke, might depart to the regions of the bottomless pit."

SHERWOOD FARM FOR SALE.

BEAUTIFULLY situated on the Royalty Road, fronting on the Malpeque Road, and running back to Sherwood Cemetery. This Farm, containing about 50 acres, is in a high state of cultivation. Commodious and comfortable buildings, with a first-class orchard, make this a very desirable property. This Farm is only three and a half miles from Charlottetown. For particulars apply on the premises to SARAH STEWART, Administratrix. may20—dy law & wy 3p pd

Landing From Erema.

ENGLISH PORTLAND CEMENT, best quality, in large barrels. Also—ENGLISH COAL TAR. PEAKE BROS. & CO. may19—3i

1891--MUSIC--1891.

Look! Look Here!

Only \$60--ORGAN--Only \$60.

WE will send to any part of Canada one of our superior CABINET ORGANS, solid walnut case, containing two full sets of good powerful reeds. Organ has 8 stops and all the latest improvements.

We give also, to purchasers of this Organ, a good PIANO STOOL, worth \$5.00, and a good INSTRUCTION BOOK, \$2.00, in free, on receipt of \$60 cash.

Remember, this Organ is no trashy affair, but a PARLOR ORGAN, suitable for any Banker.

We warrant to give perfect satisfaction or will refund you your money. Instrument is warranted for six years.

Make P. O., or Bank Draft payable to A. E. JONES & CO., Musical Instrument Dealers, 88 Barrington Street, Halifax, N. S. may20

Furniture, Glass and Crockeryware.

TO BE SOLD BY AUCTION, on FRIDAY, 22nd inst., at 11 o'clock, a. m., at the Italian Warehouse:—

A quantity of Household Furniture, Glass and Crockeryware, consisting of 25 dozen Wine Glasses, a quantity of Champagne Glasses, 25 dozen Tumblers, Decanters, etc.; lot of Lamps, Burners, etc. Sale positive. No reserve. CHARLES I. MORRISON, Auctioneer. may19

HOUSE PLANTS, BY AUCTION.

AT SALESROOM, on FRIDAY, May 22, at 11 o'clock:—

A choice assortment of HOUSE PLANTS, in Geranium, Pelargonium, Fuschia, Roses, Begonia, Heliotrope, Carnations, etc., from the Asacia Nursery, Pictou. R. BEAIRSTO, Auctioneer. may19—pat

Meetings in First District

THE undersigned will meet the Electors of the First Electoral District at the following places, at the hours mentioned below:

Clifton—Thursday, 21st May, at 7 p. m. Hops River—Saturday, 23rd, at 7 p. m. Granville—Monday, 25th, at 7 p. m. Bradalbane—Tuesday, 26th, at 7 p. m. Irishtown Hall—Wednesday, 27th, at 7 p. m.

A. B. WARBURTON, R. MACNEILL. Bonshaw, May 20, 1891.

VALUABLE PROPERTY AT AUCTION.

TO BE SOLD AT AUCTION, on THURSDAY, the 28th inst., at 12 o'clock, noon:

That valuable property known as "Willow Grove," Grafton Street West, comprising nearly two Town Lots, with Dwelling House, Coach Houses, Stables, and other buildings. Terms at sale. CHAS. I. MORRISON, Auctioneer. may20

THE LYCEUM.

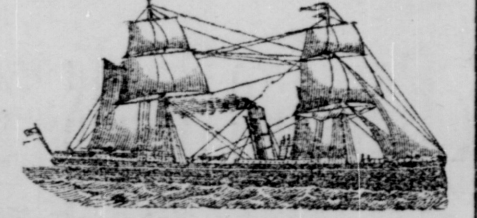
Two Performances Only. SATURDAY AND MONDAY, MAY 23rd AND 25th.

RE-APPEARANCE OF GORTON'S FAMOUS New Orleans Minstrels.

In an Artistic Programme, embracing Excellent Singing, Novel Specialties, Wonderful Dancing, Magnificent Music

STRICTLY REFINED AND WORTHY OF THE BEST PATRONAGE. PRICES—25, 35 and 50 cents. Seats can be secured at Reddin Bros. D.ug Store. GRAND STREET PARADE AT NOON. Entire Change of Programme on Monday. may19—3i

For St. John's, Newfoundland.



THE S. S. "COBAN," for St. John's, Newfoundland, will be due at Charlottetown on FRIDAY MORNING, the 22nd inst., and will carry Cattle and Sheep on deck. For Freight or Passage apply to PEAKE BROS. & CO., Agents. may18—3i

TO LET—The house on Upper Queen Street occupied by Mr. W. L. Cotton. Possession 15th July. Apply at THE EXAMINER office, or to MR. A. N. LAROCHE. ap17

TO LET—One-half the Double Tenement House on the corner of Pownall and Sidney Streets, containing nine rooms. Possession given immediately. Apply to HENRY C. DOUSE. tf—may5

WANTED AT ONCE—A Man Servant. Apply to Miss Peters, Sidmouth. ap28—dy & wky tf

BLACK GOODS

THE ADVANTAGES we offer you in our Special Departments are many that a personal visit is all that is necessary to convince you of them.

Being large purchasers of BLACK DRESS GOODS, we secure the very lowest prices in every case; and, as a result, are in a position to do as well for you as any house in Canada. The points we ask your attention to are:

Beauty of Texture, Finish, Color, Width, Weight, Price.

Every Requisite of Family Mourning in large variety.

BEER BROS.

FISHING!

FISHES!—Over 100 varieties, including all old favorites and many new patterns for inland and sea fishing. The largest and best assortment ever shown here.

Lines, Casts, Hooks, Reels, Baskets, Fly Books, Bait Boxes, Landing Nets.

Rods—all prices from 50c. to \$10.00; TIPS, RINGS, KEEPERS, etc., etc.

WATSON'S DRUG STORE.

Charlottetown, May 19, 1891.

STRENGTH

JOHNSTON'S FLUID BEEHIVE IMPARTS.

Forms Sinew and Muscle, and gives soundness to the Constitution. May 11—ly & wky

Notice of Assignment.

MR. WILLIAM H. HASLAM, of Alberton, in Prince County, farmer and trader, has this day made an assignment to me for the benefit of his creditors. The deed of assignment is open to inspection at my office, Cameron Block, Charlottetown. A meeting of the creditors of Mr. Haslam will be held at my office, on Monday, the fifteenth day of June, A. D. 1891, at the hour of two o'clock in the afternoon, when I hope to be in a position to report on the condition of the estate. All persons indebted to the estate are requested to make immediate payment to me. JAMES H. GOOD, Assignee. Charlottetown, May 15th, 1891. may14

TENDERS.

TENDERS will be received up to the 10th day of June next, from parties willing to contract for the Rebuilding and Repairing of Queen Street Wharf. Plans and specifications may be seen at the City Clerk's Office on and after the 1st day of June. By order, H. M. DAVISON, City Clerk. City Clerk's Office, Ch'town, May 19, 1891. 3i pat her

For Liverpool, G.B., Direct.

BARKENTINE "EREMA" Now due, will sail for Liverpool about the 23rd inst., and will carry Lobsters at a low rate of freight. Apply to PEAKE BROS. & CO. Ch'town, May 12, '91—cod tf

Queen's Birthday.

EXCURSION RETURN TICKETS will be issued at one first-class fare to and from Stations on this Railway by Afternoon Trains on SATURDAY, May 23rd, inst., and by all trains on MONDAY, May 25th, inst., to return up to and on May 27th, 1891. J. UNSWORTH, Superintendent. Railway Office, Charlottetown, May 18, 1891. all pat

NOTICE.

THE undersigned begs leave to inform the public that he has been appointed Sanitary Officer for the city, and will at once enter upon the duties of his office. Citizens will kindly see that their premises are cleaned up at once, and thus save trouble and expense. SAMUEL McRAE, Sanitary Officer. may19—dy 3i

BRAN.

CAR ONTARIO BRAN landing to-day, and will be sold by AUULD BROS. may15—cod