

THE HERALD
WEDNESDAY, JULY 3, 1895.
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JAMES MCISAAC,
Editor & Proprietor.

The monument to Sir John Macdonald, was unveiled at Ottawa, on Monday last, in the presence of thousands of people.

The corner stone of a new Cathedral for the diocese of Westminster, London, was laid on Saturday last, by His Eminence, Cardinal Vaughan. Mass was celebrated by His Eminence, Cardinal Logue, Archbishop of Armagh. The ground embraces four acres and a quarter, and the Cathedral is expected to cost £150,000.

Monday, Dominion Day, was very generally observed as a holiday, business being almost entirely suspended. Owing to the rain in the morning, most of the picnics and parties were declared off. Cricket and base-ball games were played at Victoria Park in the afternoon. It appears the rain at Summerside, was very light; so that the trotting and bicycle races came off as advertised, in presence of large numbers. In the 2.30 class, trotting race, Parkland, owned by W. A. Brennan, Summerside, won first money with Onward second and Lady Hilda third. Best time 2:28. Lawn Dominic, owned by Jas A McNeil Summerside won, in the 2.38 class Time 2:38. The 3 minute race was captured by Chief Johnny, owned by W B Bowness, New Annan, 2:48. The three mile bicycle race, for the championship of the Province and a silver cup, was won by F H Cannon of St. Eleanors, in 9:47. B C Prowse of Charlottetown, second. The one mile race was also won by Cannon in 2:44 with Prowse second. In the half mile race, Lorne Unsworth of Charlottetown was first, with Creel McArthur of Summerside, second Time 1:15.

The members of the Salisbury Cabinet received their seals of office from the Queen, at Windsor, on Saturday. The new ministry is as follows: Premier and Secretary of State for foreign affairs—The Marquis of Salisbury. President of the Council—The Duke of Devonshire. Lord High Chancellor—Baron Halsbury. Lord of the Privy Seal—Viscount Cross. Chancellor of the Exchequer—Sir Michael Hicks Beach. Secretary of State for home affairs—The Right Hon Sir Matthew White Ridley. First Lord of the Treasury—The Right Hon. A. J. Balfour. Secretary of State for the Colonies—The Right Hon. Joseph Chamberlain. Secretary of State for War—The Marquis of Lansdowne. First Lord of the Admiralty—The Right Hon. George J. Goschen. Secretary of State for India—Lord George Hamilton. President of the Board of Trade—The Right Hon. C. T. Ritchie. President of the local Government Board—The Right Hon. Henry Chaplin. Lord Lieutenant of Ireland—Earl Cadogan. Lord Chancellor of Ireland—Baron Ashbourne. Secretary for Scotland—Baron Balfour of Burleigh. Chancellor of the Duchy of Lancaster—The Right Hon. Sir Henry James. The other appointments are as follows: Financial secretary of the Treasury—Robert William Hanbury. Under Secretary of foreign Affairs—The Right Hon. George N. Curzon. The positions of Chief Secretary for Ireland and Postmaster General have not yet been allotted. When appointed, the members of these offices will not be members of the cabinet.

As intimated in our last issue, His Lordship Bishop Cameron, of Antigonish, celebrated the silver jubilee of his Episcopal consecration on Wednesday last. His Lordship, being of a retiring disposition, would gladly have observed the anniversary quietly, by celebrating a Mass of thanksgiving; but the clergy and laity of his diocese would not allow the occasion to pass without suitably giving expression to their love, devotion and attachment to the distinguished prelate who exercises spiritual away over them. Solemn Pontifical Mass was celebrated in St. Ninian's Cathedral, the Right Rev. Jubilarian himself, being celebrant. The sermon was preached by His Grace Archbishop O'Brien, of Halifax. The other prelates in attendance were: Their Lordships, Bishop Sweeney, of St. John; Bishop McDonald, of Charlottetown; Bishop Howley, of St. John's, Nfld., and Bishop Larocque, of Sherbrooke, Que. Among the priests present, besides those of the diocese, were representatives from Montreal, the diocese of Quebec, the dioceses of Halifax, St. John, Chatham, Charlottetown, St. John's and Harbor Grace. After Mass, the venerable Jubilarian was presented with an address and a purse of \$2,000 by the clergy, and an address, accompanied by \$1,700, on behalf of the laity. The proceedings were brought to a close by a banquet in the evening, at which the clergy, which was attended by the visiting prelates and priests. During the eighteen years that he has been in charge of the diocese

of Antigonish, extraordinary progress has been made. Numerous churches, convents and parochial residences have been erected, and the College of St. Francis Xavier has been rebuilt, equipped and partially endowed. All this has been accomplished quietly and unostentatiously.

The following memorial was for themselves: To His Excellency the Right Honorable Sir John Campbell Hamilton Gordon, Earl of Aberdeen &c., &c., Governor General of Canada in Council:

The memorial of the undersigned, being residents of Queen's County, in the Province of Prince Edward Island, hereby sheweth: That a large section of the said Province comprising the important districts of Belfast and Murray Harbor is without any railway facilities. That all the said country is settled by prosperous farmers; that the valuable fisheries on the coast are being vigorously prosecuted and that the prosperity of these industries would be promoted by the construction of a railway leading from Southport to Murray Harbor, and connecting with the main line of the Prince Edward Island Railway at some point at or near Perth Station, and touching at or near Montserrat Bridge, an important and flourishing shipping port, and which has as its railway communication. Your memorialists would also respectfully urge that a branch railway be built from a point at or near Rustico Junction, in Queen's County, to Rustico, touching at or near Covehead, a distance of about eight miles. This short branch would connect the flourishing farming districts of this part of the North Coast of the Province, the valuable fisheries now carried on at Rustico and Covehead, and the very attractive summer resorts on the shore of the Gulf of St. Lawrence, with the City of Charlottetown. Your memorialists are strongly of opinion that if these branches are constructed they would not only prove self-sustaining, but would materially assist to remove the loss in the working of the Prince Edward Island Railway. Your memorialists strongly support the contention of certain members of the Senate and Commons for the construction of a branch railway from the said Prince Edward Island Railway, from the point presented by them to Your Excellency a short time ago, regarding the claims of Prince Edward Island to a fairer participation in the expenditures of Canada for the construction of public works, and earnestly pray Your Excellency to take the premises into your favorable consideration and recommend to His Majesty that authority may be given for the construction of the branch Railway herein referred to. And your memorialists, as in duty bound, will ever pray.

Signed, ALEXANDER MARTIN, A. A. MOLRAN.

Dr Jenkins' Memorial

To His Excellency the Right Honorable Sir John Campbell Hamilton Gordon, Earl of Aberdeen &c., &c., Governor General of Canada, in Council.

The undersigned being a resident of the Province of Prince Edward Island, desires most respectfully to approach Your Excellency with a memorial, in relation to the importance of short railway branches being constructed in the said Province, which would be of great benefit to the Province, and tend to develop the resources of the Province and promote the general interest of Canada. The fact that throughout its entire length, it does not, except in a few places, tap the important sections of the Province, is unable to compete with water communication, in the transport of the freight arising from the production of the fish as well as in the general carrying trade of the flourishing towns and settlements on the coast. That a large and important section of the Province extending from Charlottetown to Cape Bear enjoys no railway facilities. That the said country is settled with numerous farmers, that the valuable fisheries on the coast are being vigorously prosecuted and that the prosperity of these industries would be promoted by the construction of a railway leading from Southport to Murray Harbor, and touching at or near Montserrat Bridge, an important and flourishing shipping port, which has as its railway communication. T. at a line from Emerald Junction, to Stanley Bridge, a distance of about 7 miles, would connect the Prince Edward Island Railway with the waters of New London and bring the flourishing and important section of country into close connection with the Prince Edward Island Railway, securing for that road a large traffic which is now carried by water. Beyond the construction of the few miles of road, very little expenditure would be incurred as the rolling stock and train hands which are employed on the Cape Traverse branch could serve the Stanley branch during the part of every day they remain idle at Emerald. A branch running from North Wiltshire to Victoria, a distance of about 100 miles, would serve sections of country in the south of the Island, such as Emerald, Bonaventure and Cranport, which are not surpassed in Canada in the fertility of the soil and in the prosperity of the people. Your memorialists fully concur in the arguments and facts contained in a memorial recently submitted to Your Excellency by members of the Senate and Commons for the construction of a railway leading from Southport to Murray Harbor, and touching at or near Montserrat Bridge, an important and flourishing shipping port, which has as its railway communication. T. at a line from Emerald Junction, to Stanley Bridge, a distance of about 7 miles, would connect the Prince Edward Island Railway with the waters of New London and bring the flourishing and important section of country into close connection with the Prince Edward Island Railway, securing for that road a large traffic which is now carried by water. Beyond the construction of the few miles of road, very little expenditure would be incurred as the rolling stock and train hands which are employed on the Cape Traverse branch could serve the Stanley branch during the part of every day they remain idle at Emerald. A branch running from North Wiltshire to Victoria, a distance of about 100 miles, would serve sections of country in the south of the Island, such as Emerald, Bonaventure and Cranport, which are not surpassed in Canada in the fertility of the soil and in the prosperity of the people. Your memorialists fully concur in the arguments and facts contained in a memorial recently submitted to Your Excellency by members of the Senate and Commons for the construction of a railway leading from Southport to Murray Harbor, and touching at or near Montserrat Bridge, an important and flourishing shipping port, which has as its railway communication.

The Ottawa street railway company is a money making concern. Its receipts last year were \$135,991, of which \$71,655 was profit. The company runs the best electric car service in Canada.

Lord Aberdeen replied charmingly in French to an address at Quebec. This says the Montreal Star, is another gentle reminder that a knowledge of French is part of an educated man's equipment in Britain. Thousands of expensively educated children are graduating every year from Canadian schools with practically no knowledge of French, and not too much familiarity with English. But then they carry home beautifully bound prize books, and possess a full stock of the classics.

Railway Facilities For Our Province.

OUR CLAIMS ABLY PRESENTED BY A. C. MACDONALD, M. P.

(House of Commons Debates, June 17.)

MR. MACDONALD moved for Return of all correspondence, petitions, memorials, reports or documents relative to the extension of the railway system in the province of Prince Edward Island. He said: In 1871 a Railway Act was passed by the local legislature of Prince Edward Island under which a road was built from Alberton to Georgetown. Branches were afterwards, constructed from Mount Stewart to Scurs, and from Alberton to Tignish. A large section of the country known as the Belfast and Murray Harbor district, have not at that time, apply for railway extensions, and did not secure railway facilities. Railways have become as necessary to the people as highways were to the early settlers. The policy of the Dominion Government with respect to granting subsidies to railways has become very general. It is application. Lines have been built in different sections at a large expenditure of public money. Railways have been built through Cape Breton, and elsewhere, which have proved of great advantage and convenience. It has shown the wisdom of undertaking the various works. The districts to which I desire now particularly to refer are known as the East Point and Belfast and Murray Harbor districts, which require the construction of railroads through their very thickly settled and prosperous settlements. The number of people benefited would be about 23,000; the population of the districts equals fifty to the square mile. The districts through which these lines would run are highly cultivated and thickly settled. I have taken the trouble to consult the census of 1891, and ascertain the agricultural products raised there, I find as follows:—

Table with 3 columns: Product, Quantity, Value. Includes Wheat, Barley, Potatoes, Hay, etc.

Besides a large quantity of other products. From the Fishery Inspector's report for 1893, I find that the quantity of fish caught in the sections to which I have referred is as follows:—

Table with 3 columns: Product, Quantity, Value. Includes Lobsters, Dried cod, Smelt, Fish, Oysters, etc.

SCHEDULE OF LIVE STOCK, Animals, Products, &c.

Table with 3 columns: Product, Quantity, Value. Includes Horses, Working oxen, Sheep, Cattle, etc.

I may here also mention that at present there is a branch line running from Travers to Emerald Junction, which connects with the down train from Summerside to Charlottetown. The Cape Traverse train lies over at Emerald Junction until the return of the Summerside train in the evening. I may say that Emerald Junction is situated in a very flourishing part of the country, and I think it would be a proper and judicious thing for the Minister of Railways to consider the advisability of running a line from Emerald Junction toward the deep water at Stanley through this very productive section of the country. The train at Emerald Junction lies idle for part of each day, the train hands are doing nothing, and it is so self-evident that it would be a paying line considering the means of operating would be available, that I do not think it is necessary for me to say anything further on this matter. When our present line in Prince Edward Island was constructed in 1873, it cost \$1,500,000 per mile. The difference in the cost of constructing a line at present may be inferred from the fact that some of the iron rails in the Prince Edward Island Railway cost as high as \$90 per ton. In 1873, the steel rails cost the then Liberal Government \$54.31 per ton, but the present value of steel rails laid down in Prince Edward would be, I am told \$71 per ton. All the other outlays necessary for railway construction are now much cheaper than they were then, so that a railroad would cost much less at the present time than when our Prince Edward Island line was built. The rolling stock of the present road would be nearly sufficient for the contemplated branch lines the construction of which I advocate. The machine shops at present in use would be sufficient for the increased mileage, and it would entail no extra costs for superintendence. Having consideration for these facts, it can be no doubt that a three feet six inch gauge road could be built at a cost not exceeding \$5,500 per mile, or a total of \$550,000 for the sixty-five miles to which I refer. In deciding on the terms by which we entered into confederation it was estimated at the time that the Canadian Pacific Rail-

way would cost \$50,000,000, and that there would be an outlay of \$9,533,333 for the enlargement of canals. It was also estimated that it would take \$4,552,148 to complete the Intercolonial. I find on looking into the Public Accounts of Canada, that instead of that there has been an authorized expenditure for railways and canals since 1873, at which time we came into confederation, as follows:—

Table showing authorized expenditure on railways and canals since 1873. Total: \$71,145,006.15

As I have shown from the Public Accounts, the excess of expenditure for railways and canals over what was contemplated in 1873, when Prince Edward I entered the union, has been \$13,100,045. Prince Edward Island's proportion of this amount is \$3,275,251, against which Prince Edward Island has received \$1,190,693.09, as follows:—Amount expended on capital account of Prince Edward Island Railway, \$596,693.09; less amount of interest on \$1,190,693.09, at 4 per cent, which we have been receiving for some years past. These two items make a total of \$1,956,639.96, which deducted from the \$3,275,251, 27 of over-expenditure, leaves a balance in favour of Prince Edward Island of \$1,318,611.04. Having shown our actual claim, I will now take another method of looking at the figures. The Finance Minister, in his Budget speech of May 31, 1895, said:—

The total net debt on 30th June, 1894, amounts to \$246,183,629. Deducting from this the amount assumed by the provinces, you have a net Dominion debt, from 1867 to date, incurred by the Dominion for Dominion purposes, amounting to \$136,752,881.

We have services and works representing, connection with railways and canals, a grand total of capital expenditure of \$166,369,888. Thus you will find that \$28,516,427 more than has been added to the Dominion debt has been expended on capital account for the services of the country. I find that the liabilities of the Dominion matured or current on the same date amounted to \$9,844,316. In the same speech, the Finance Minister said:—

We have railway subsidies under contract of \$2,570,059; also railway subsidies granted, but not under contract, amounting to \$2,587,257. Then to finish the St. Lawrence Canal \$39,000,000, and other works, I find that the Dominion debt on 30th June, 1895, is \$246,183,629. But as I am taking this from the 1st July, 1895, I estimated that \$5,000,000 will have to be spent after that date. This makes a total of these liabilities of \$2,516,316. These are liabilities that are current or probable.

By the report of the Minister of Finance for 1894, I find that the sinking fund has increased by \$28,758,334. 19 since Prince Edward Island entered the union, as follows:—

Table showing sinking fund increase since 1873. Total: \$3,998,422.46

Since we came into confederation, I contend that this sinking fund is even more justly included than the debt itself. The debt might be repaid, but the sinking fund is debt paid off, there is no contingent liability, amounting to \$15,000,000, which are represented by the following:—

Table showing contingent liabilities. Total: \$15,000,000

We have obligations current to the amount of \$6,548,400 being in the shape of subsidies to the International Railway Company, to the Cape Breton and Long Lake Railway Company, to the Calgary and Edmonton Railway Company, and others, which are provided for by yearly appropriation, and which amount to \$6,548,400. There is also a subsidy by special Act to the Kingston, Smith's Falls and Ottawa Railway, \$250,000, and a transport subsidy to the Hudson Bay Railway of \$1,800,000. These fall in the list of contingent liabilities, which, when they accrue, will be charged to railway subsidy account. Our net-federal debt and other net liabilities is made up as follows:—

Table showing net-federal debt and other net liabilities. Total: \$335,900,106.87

The estimated shrinkage, referred to above, I arrive at in this way:—

Table showing estimated shrinkage. Total: \$7,145,006.15

The reason why I conclude that these items are worthless is that there is a very large amount of overdue interest upon the first four items. There is also shown in the Public Accounts of 1894, the dividend accounts of 1894. These old accounts I contend, are claims that cannot be made good, and some of which, those of Ontario and Quebec, have been referred to arbitrators. I would therefore estimate about \$3,000,000, shrinkage on them in addition to the sum I have mentioned, leaving in all about \$7,145,006.15 for shrinkage of assets. Taking the total of the various sums which I have mentioned above, \$335,900,106.87, and dividing it by our population in 1891, you have an average of \$68.27 per head for the whole of Canada. Now, the basis on which we entered confederation was a federal debt of \$80 per head. But I have shown that this federal debt now actually amounts to \$68.27 per head. The population of Prince Edward Island in 1881 was 109,078. Multiply that by the amount in excess of \$50, or \$18.25, and you have a sum of \$1,990,073, or practically \$8,200 charged to capital account, while on the Intercolonial, during the same period, \$2,338,393 was charged to capital account. This is no doubt the reason why the Prince Edward Island Railway does not make a better showing. Our people complain very much that the Railway Department discriminates against us in the matter of freight rates. You can carry freight from the upper provinces either to Picton or Halifax at less cost than you can to Charlottetown via Point Duane, notwithstanding the fact that Charlottetown is eighty-nine miles nearer to western points. I find that the local legislature of Prince Edward Island has certain ideas with respect to the increase of its subsidy with which I am not in accord in the Legislative Assembly on the 9th April, 1894, the Premier of that province proposed a resolution, which reads as follows:—

Whereas, the expectation which the Government of this province has heretofore held, that this province would receive from the Government of Canada such an increased amount of subsidy as would make this province by any mode of taxation has not been realized, although the Government looked forward to its realization in future, and it is, therefore, necessary, for the time being, by some measure of taxation to add to the revenue of the province.

With respect to this resolution, I have this to say, that I am entirely opposed to any amount being granted to the local government of Prince Edward Island until its public works are attended to. If there be anything due to Prince Edward Island—and I contend there is—it should be expended in the shape of public works. The local government, I may say, have shown themselves entirely incapable of husbanding the resources of the province and the public moneys entrusted to them. When they came into power the province had been ruled by a Liberal-Conservative Administration for thirteen years, previous to the assuming of the Liberal-Conservative government. I may say, have shown Queen's (Mr. Davie) had imposed certain taxes on the people when he was Premier. But the Liberal-Conservative Administration, by its rigid economy, remitted those taxes, and conducted the business of that province in a manner which could not be surpassed for economy and ability by the government of any other government under the sun. It wiped out the taxation imposed upon the province by the preceding government, which was presided over by the hon. member for Queen's (Mr. Davie), and it carried on the administration for thirteen years without any taxation for the most of that period, leaving a very shabby debt when they went out of power. But when the Liberal party came into power they put on a land tax, a succession tax, a commercial travellers' tax, they increased the fees in the registry office, they put on other taxes, they disposed of the public lands at whatever price they could get by private arrangement, they sold the debentures of the province to the extent of \$185,000; and yet, notwithstanding all this taxation, they were unable to carry on the affairs of the province without running it almost head over heels in debt. Under these circumstances, I think that in any arrangements for equalizing the debts of Prince Edward Island with that of the Dominion of Canada, the Government should most decidedly give the money to the province in the shape of public works. I shall now consider the cost of running the Prince Edward Island Railway and its present earnings, and compare them, per train mile, with the cost of the Intercolonial Railway.

Table comparing Prince Edward Island Railway and Intercolonial Railway. Total expenses: \$226,891.06

Total earnings per train mile, Intercolonial Railway, 0.71

Table showing total earnings per train mile for various railways. Total: \$55,000,000

None of the public works built by Canada give returns to Government as interest of cost and excess of earnings over working expenses. Total cost of Intercolonial Railway, including interest, is over—\$55,000,000

Total cost of Canadian Pacific Railway, including interest, is over—100,000,000

Table showing total cost of Canadian Pacific Railway. Total: \$100,000,000

By the same means of computation the Prince Edward Island Railway cost the Dominion of Canada about \$2,500,000. 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 little if any benefit, is about three times as great as the burden which the Dominion tax-payer on the mainland is called upon to bear for the Prince Edward Island Railway. And therefore, Mr. Speaker, my contention is that Prince Edward Island is entitled to material consideration on account of the large expenditures upon public works which have been incurred since confederation from which, on account of her isolated position she has received little if any benefit, and which expenditures were not contemplated at the time of the union, I further contend, Sir, that while the present operating of the Prince Edward Island Railway shows a loss, the building of the branch which I have indicated would create additional earning powers for the whole road without increased cost for operating expenses, which now amount to \$53,000. I further contend, Sir, that the branches would go through a thickly settled and productive farming country, having also, at one end, some of the best fishing coasts of the province, which, of themselves, would afford a large traffic, more particularly on the east coast, where the people would only be too glad to have the opportunity of making use of the railway, having no harbor. I may also say that the southern section goes through splendid country, fertile, well settled and prosperous, which has large productions and great possibilities. It would give easy access to market to the people of these sections who are now obliged to haul their produce great distances to market, over almost impassable roads in the few weeks in the fall of the year. But above all, Sir, while these branches could be cheaply constructed, and while they would not increase the present expenditure for management, machine shops or operating expenses, they would become profitable feeders to the main line, and, without doubt, their operation would result in turning the present deficit on the Prince Edward Island Railway into a surplus.

DIED.

At the residence of his son, Pownal street, Charlottetown, July 1st, John Joy, aged 73 years. —R. I. P.

In this city, June 29th, 1895, James Parker, youngest child of Ronald and Martha McMillan, aged two years and ten months.

CH'RTOWN PRICES, JUNE 25.

Table of market prices for various goods like Beef, Butter, Eggs, etc.

ALL MOTHE'S WHO HAVE USED PALMO-TAR SOAP KNOW THAT IT IS THE BEST BABY'S SOAP for healing the delicate skin of Infants & Sickly Children.



Who sell at Selling Prices. Mark Wright & Co., Ltd.

Lower Prices Than Ever.

Hundreds of well satisfied customers from all parts of P. E. Island trade with us, and every one pleased.

We Want Your Trade AND OFFER YOU PRICES

The Cheapest on P. E. I.

Tickings from 8c. yard up. Grey Cottons 2, 3, 4 and 6c. yard. White Cotton 4 1/2 and 6c., one yd. wide, 7c. Heavy Gingham 5, 6 and 7c. yd. All Wool Dress Goods, 25c. yd. up. Ladies' Vests 5c. each. Prints 5, 7 and 8c. up.

STANLEY BROS., BROWN'S BLOCK.

Just Like It Tells Clockwork! The Story

On one hand—and on the other. The Low Prices. Goods.

Mark Wright & Co., Ltd. Who sell at Selling Prices.

Paris Green Land Plaster

FENNELL & CHANDLER.

READY-MADE CLOTHING SALE.

On July 2nd and following days, we will offer all our Stock of Ready-made Clothing at Cut Prices for Cash. Suits (Men's) from \$2.75. 200 All Wool Suits for \$4.75.

JAMES PATON & COMPANY.