Nova Scotia, New Brunswick and Quebec are customers for the products we raise. To Ontario alone have we to send hard cash, and that province is the one interested in seeing that the Island should obtain the best market possible for its products. For these reasons, I repeat, we should look for sympathy from Ontario if we were looking for favors. While we expect the support of every hon. member from Ontario and Quebec, I believe we will certainly obtain the support of every member from Nova Scotia and New Brunswick, because they know our position better than do the representatives of the other provinces. The hon. member for Centre Toronto (Mr. Cockburn) in speaking of the Island made a very ridiculous statement when he said that the

FEW EGGS AND POTATOES

raised were not of sufficient importance for the Dominion to consider the desirability of building a tunnel from the mainland to the Island. No doubt he led many hon. members to suppose, members who know the hon gentleman very well, and he has, so far as I know, a very good reputation for calculating and putting figures in their proper relation if he is disposed to do so, that the Island is not capable of exporting much produce, but only of importing goods to the value of $585,000, according to the blue books, and therefore the item of exports should not be considered in this question. I have gone over the exports of the Dominion for 1890, and I was surprised to find that the Island exported to countries outside of Canada more potatoes than did all the rest of the Dominion. I will give the hon. member for Centre Toronto the figures. The exports of potatoes for 1890 by Canada to countries outside of the Dominion amounted to 1,458 797 bushels. Of this quantity Prince Edward Island shipped 749,049 bushels, while the whole of the other provinces shipped 709,000 bushels. Hon. members may be led to believe that 749,000 was the total quantity the Island had to export; but such was not the case. The Island exported that year to Nova Scotia and New Brunswick 350,000 bushels., and there was produced of starch 1,660 tons, each ton representing 200 bushels of potatoes, or in all 320,000 bushels. So that the exports of potatoes from P. E. Island really aggregated 1,419,849 bushels. This was not an extra year, as all hon. gentlemen who are farmers know, and when the accounts come in for the year which closed yesterday, the figures will be found far to exceed those I have given.

THE RELATIVE AMOUNT

contributed to the general revenue and raised by the Island has been brought up in connection with this question of a tunnel. The people of the Island have not complained that they are paying more than their share to the revenue. That is not why I point out that the Island contributes as much per head as do the other provinces, but whenever this question is brought up and it is alleged that the Island is a beggar and contributes $600,000 less to the Dominion treasury than she receives, it is desirable to point out that this is not only inaccurate, but that if true it would be no reason why the terms of Confederation should not be fulfilled. That is the reason I bring it up. In 1886 a statement showing the amount contributed by the Island was prepared by Messrs. Sullivan and Ferguson, who were appointed a delegation from the Provincial Government on a question of winter communication, to the Secretary of State for the Colonies. This statement shows the amount contributed by the Island, and I cannot do better than read it to the House. After the speech delivered by the hon. member for Queen's (Mr. Davies) who put the case very clearly from the Island standpoint and very moderately, I was quite willing to leave the question as it was then submitted to the House, although I might have supplemented his remarks by adding a few figures which I thought he had omitted. The statement to which I refer says:

"The difficulty of arriving at an absolutely correct calculation of the amount of dutiable goods which the people of Prince Edward consume cannot fail to be appreciated, yet the undersigned submit that there are several methods by which it may fairly be estimated. It must be premised that the people of the Island are very large consumers of dutiable goods, for the reason that, being chiefly engaged in agriculture and fishing, their manufactures are very small as compared with the rest of Canada, valuing, according to the last census returns, only $31.33 per head to $72.63 per head of the other provinces.

"In the proof of the assertion that the people of the Island are principally engaged in agriculture and fishing, the undersigned would again advert to the census returns of 1881, which show that (the North-west Territories not being included)—

"One-half the area of Prince Edward Island is cultivated.

Only one twenty-fifth of the other provinces is cultivated.

"Prince Edward Island has a population of fifty-one to the square mile.

"The other provinces only 4·72.

"Prince Edward Island owns 55 animals of live stock for every 100 acres of improved land.

"The other provinces only 38.

"In field products, Prince Edward Island raises to the acre of improved land 108¼ bushels.

"The other provinces only 61¼ bushels.

"From the fisheries, Prince Edward Island produces $17.08 per head value.

"The other provinces $3.55.

"The people of the Island are generally in comfortable circumstances, in proof of which may be adduced the amount of deposits per head in the Savings Banks, which averages $16.59 for the Island against 7.66 for the rest of the Dominion.

"These figures clearly prove that the people of Prince Edward Island, from the fact of their not being extensive manufacturers, are under the necessity of using imported goods to a large extent, while the fertility of their soil, the value of their fisheries, and their general independence, demonstrate their ability to purchase. This being understood, the undersigned submit the following calculations, designed to show that the imports of dutiable goods into the Island are very much larger than suggested by the Committee of Council, and consequently the contributions to the revenue proportionately greater."

They take three methods of arriving at the amount that is paid into the treasury by the people of Prince Edward Island. The first method takes the average revenue of the Dominion: They say:

METHOD 1.

The average revenue of the Dominion from customs and excise, for the three years ended 30th June, 1884, was $27,603,479. The population of Prince Edward Island to that of the whole Dominion is in the proportion of 1 to 30.7. Upon this ratio, the Island's share of the customs and excise revenue would amount to $899,201.

METHOD 2.

In 1872, the year before its admission into the Union, P. E. Island imported directly from countries beyond Canada goods valued at.....$1,372,581

The duty on which amounted to.....	$184,227
And from Canada, goods the growth and manufacture of other countries, approximately at.....	428,354
The duty on which amounted to.....	89,168
	$1,801,935 $273,395

That was according to the duties levied before Confederation, which were only 11 per cent. There was, I believe, a duty of 2½ per cent. on account of the railway being built, but as there was a large free list the average duty did not amount to 13 per cent. They go on to say:

"It will not be argued that in thirteen years, with a large increase in population, the Island's imports from countries outside the Dominion have decreased from $1,801,935 to $822,966, or over 45 per cent, yet this would appear to be the contention of the Committee of Council.

In 1861 the imports of the Island amounted to $1,021,669; in 1872 they had increased to $2,439,064, or at the rate of 138 7 per cent. At the same rate, its imports from countries beyond the Dominion should have increased from $1,801,935 in 1872 to $4,304,824 in 1884, which, at the present average tariff (free and dutiable combined) of 18.64 per cent., would give a customs revenue of $802,419.

"METHOD 3.

"It is a well established principle that the imports and exports of a country bear a reasonable relation to each other. The imports of the Island for the ten years preceding Confederation aggregated in value £3,543,147 sterling. The exports in the same period, £2,559,091 sterling, showing that the imports exceeded the exports by about £100,000 sterling, or $500,000 annually. The imports of the Dominion for the last seventeen years aggregated in value $1,732,983,486; the exports in the same period, $1,390,946,803, showing that the imports exceeded the exports by about $20,000,000 annually, or in the same proportion, according to population, as the imports of Prince Edward Island exceeded the exports in the years already quoted.

"The exports of the Island have steadily increased during the last twenty-five years. In 1861 it exported to all countries goods valued at $793,810, which had increased in 1872 to $1,497,058, or at the rate of 88 3-5 per cent.

"In 1872, the Island exported to countries beyond the Dominion goods valued at $722,333, which had increased in 1884 to $1,310,039, or at the rate of 81 1-3 per cent.

"Apply this rate of increase to the Island's imports from countries beyond the Dominion in 1872, and we have a result for 1884, imports valued at $3,267,509

"But the figures contained in the Dominion Trade and Navigation Returns do not represent the total exports of the Island to countries beyond the Dominion, inasmuch as a considerable proportion, being shipped through Nova Scotia and New Brunswick territory, is credited to the exports of those provinces. The annual export of horses from the Island to the United States is not less than 1,500, valued at $150,000. The Dominion returns for 1883-84 credit the Island with only 256, valued at $27,486. This is but an instance of many. A considerable part of the large trade which the Island does in eggs with the United States is credited to New Brunswick, while fish and potatoes, which are largely exported to Newfoundland, St. Pierre and the West Indies, are, much of them, credited to Nova Scotia, being shipped by way of Halifax. In view of these facts, it would be within the mark to estimate, as indeed the Committee of Council admit, that the Island's foreign export trade has doubled since 1872. Apply the same rate of increase to its imports from the countries beyond the Dominion, as they stood in 1872, and we have, as a result, for 1884, imports valued at $3,603,371, yielding under an 18 64-100 per cent. tariff, an annual revenue of $671,668.

"The exports of Prince Edward Island, since Confederation, have increased in a much larger ratio than have done those of the Dominion, as the following figures will show:

"The total exports of the Dominion for 1871-72 were $82,629,683; for 1883-84, exclusive of the Island, $90,096,437, or an increase of only 9 1-42 per cent., as against 100 per cent. by which the Island's exports have increased in the same time.

"To recapitulate the results of the various methods:—

"Method 1.....	$695,301
"Method 2.....	802,419
"Method 3.....	671,668
"Average annual contribution by the Island from Customs and Excise.....	723,129

"Mr. Speaker, I wish to show the House that by the three methods which they adopted, the total results they bring out are so nearly alike that I think none of them can be very far astray and that they can be admitted by this House as being as nearly correct as it is possible to get them. The first method of calculation gives a revenue of $695,301, the second $802,419, and the third method $671,668, and if we strike an average it gives us a total of $723,129 that Prince Edward Island contributes in duty and excise. You all remember that the hon. gentleman from Toronto (Mr. Cockburn) leaving the amount of Customs and Excise out altogether, gave us credit for $200,000 received from various sources, and if we add that other amount, $723,000, we have a total of over $900,000 contributed by Prince Edward Island. I claim that this is far nearer the mark, and more in accordance with the returns given in the blue books, than the amount mentioned by the hon. member for Centre Toronto (Mr. Cockburn). If I were to

CARRY OUT THE CALCULATIONS

and take the ten years before we went into Confederation I could show that from 1862 to 1872, and from 1872 to 1882 and from 1882 to 1891 there was such an increase of the goods imported by Prince Edward Island, that we would have imports amounting to $4,756,000, and the duty at the rate we paid last year would be $1,008,937. I do not claim that these figures are correct, because we all know that Prince Edward Island purchases more goods of the manufacture of the Dominion of Canada since we went into Confederation than we did before. But because the hon. member for Centre Toronto did not find that Prince Edward Island did not pay any duty on sugar in the years I have quoted, it is not fair to say that the people of Prince Edward Island did not consume any sugar in those years. Nor was it fair on his part to say that because he found that Prince Edward Island paid very little excise duty on tobacco, there being only two factories on the Island, therefore the people of Prince Edward Island do not consume any tobacco. I believe that the people of Prince Edward Island consumed a portion of the liquor manufactured in Toronto; but because the hon. gentleman found that there was no distilleries on Prince Edward Island it was unfair to claim that Prince Edward Island did not consume any spirits or malt liquors at all. It is eighteen years to-day since Prince Edward Island entered Confederation, whether for good or for evil. The people of that Island have never complained of the amount they have had to pay; but they do complain that the Dominion has not carried out the

PLEDGES MADE TO PRINCE EDWARD ISLAND

at that time with regard to winter communication. Whatever else the members of this House may disagree upon, they will agree that the terms of Confederation, so far as Prince Edward Island is concerned, have not been carried out. That is the grievance of the people of the Island, and they resent the imputation that they have not contributed their share to the general revenue. They have paid all they have been asked to pay; they have contributed all that the contract made with them at Confederation called on them to contribute; and they ask in return that this great Dominion shall carry out the pledges it made to Prince Edward Island at that time. This is the question before the House at the present time. But for the speech of the hon. member for Centre Toronto, I would not have troubled the House with the array of figures which I have read to-night; but I think I am only doing my duty to the people who sent me here in repelling any imputation that the people of Prince Edward Island do not consume as many goods per head as the people of the rest of the Dominion. They do not, it is true, import as much from abroad as they did before the Confederation; but I am satisfied that if the hon. member for Centre Toronto enquired among the merchants of Toronto, he would find that a great many of the goods imported from Great Britain and the United States, find their way soon afterwards to the Maritime Provinces. Mr. Speaker, a tunnel is believed by the people of Prince Edward Island, and by a good many people outside of that province, to be the only means by which the terms of the Confederation can be properly carried out. In the memorandum submitted a few days ago by the hon. Minister of Finance, we find that world-renowned engineers have pronounced the construction of a tunnel under the Straits of Northumberland to be feasible. There are three estimates made of the cost of the work—one a little over $5,000,000, one about $8,000,000, and one about $11,000,000. I do not think, with the information before the House at the present time, that I could take it upon myself to say which of these tunnels the Government should give to the people of Prince Edward Island. I claim that in constructing this tunnel the Government would not be giving it to the people of Prince Edward Island alone. The trade done with Nova Scotia and New Brunswick is of as much service to the people of these provinces as to the people of Prince Edward Island. In equalizing the prices of farm products alone, it would have a beneficial effect on Nova Scotia and New Brunswick. But to the people of Prince Edward Island it would be the means of giving a market, and extending the time during which that market would be available. Now, I say that both parties in this House are pledged to give Prince Edward Island efficient communication, summer and winter, if it is found possible to do it within a reasonable amount; so that the only question for the House to consider is whether the amount necessary for the construction of a tunnel is a reasonable amount.

I cannot do better than show this House the loss which the people of Prince Edward Island sustain in being unable to ship their products to market. In Prince Edward Island, as non. gentlemen belonging to the Maritime Provinces know although it may not be so well known in Provinces like Ontario where they have an early harvest, our harvests come in very late. Last year, for instance, our harvest was not housed until the middle of October, owing to the unusual wetness of the season. In ordinary seasons we are not able to complete harvesting our grain until the 1st of October. In that respect we are placed in a different position from the other provinces. Prince Edward Island raises more potatoes to the acre than any other province of the Dominion. A great many farmers raise as much as 2,000 bushels, and some as much as 4,000 bushels. The farmers of this House can understand how long it will take a farmer to house from 2,000 to 4,000 bushels of potatoes in the fall of the year. An hon. gentleman the other evening, in speaking of a railroad, remarked that in some parts of the Dominion the people did their fall ploughing at the very time that the people of Prince Edward Island housed their potatoes. The people of Prince Edward Island have

A VERY SHORT TIME

in which to do their fall ploughing; in fact, in seasons like last year, they get scarcely any done at all. During the month of October, when the farmers are housing their potatoes, the markets in the United States and in the neighboring provinces are low and the most of the potatoes that find their way to the Boston, New York and Philadelphia markets go there before they are housed at all. They are shipped to these markets at a time when the products of those countries come into competition with them. It is the 1st of November before any potatoes are shipped in large quantities outside of those shipped to the Maritime Provinces. This being the case, as a merchant doing business in Prince Edward Island I find that whereas you can charter a vessel to take potatoes to Boston in October at from 12 to 15 cents a bushel, at the time the market is likely to be of any service, as in November or December, these rates go up to 18 cents and sometimes as high as 25 cents a bushel; and as soon as the 1st of December arrives every hon. member of this House knows that in the Gulf of St. Lawrence insurance rates go up from 1 and 2 to 4 or 5 per cent., and sometimes it is not obtainable at all. These expenses have all to be charged against the products of our farms on the Island, which are shipped to the neighboring provinces and the United States. Again we know that, from the 1st of November until the middle of December, the people of the Island have only six weeks in which to ship 1,500,000 bushels of potatoes; and any hon. gentleman who will give this matter a moment's attention will understand how hard it is for us to send 1,500,000 bushels of potatoes to a near market like the neighboring provinces or to the United States and find a profitable sale for it, while the people of the Island are competing with each other in these markets. It is well-known that sometimes we ship a good many of these potatoes to the Halifax market, which is the market, to a fair extent, for many of our products. It is also well-known, and the hon. members from Halifax will bear me out, that sometimes after westerly winds have prevailed for several weeks, which prevent our vessels reaching their destination, an easterly wind sets in and as many as 70,000 to 80,000 bushels of potatoes arrive in the Halifax market in the one day, completely demoralizing the market; and you can understand, Sir, how hard it is for our people, who have no shipping advantages, to have to face this state of things, for they have to make all their shipments in the fall season, within a space of six weeks. If they do not ship in the fall they have to house their potatoes until the spring, so that

DURING THE WINTER

while the markets in the United States and the neighboring provinces may rule very high, the people of the Island are as much excluded from them as if there were no such markets in existence; and besides, in a great many cases, fully 25 per cent is lost of the quantities they have to store in their cellars before they can be shipped. Again, we have only a market in those places from the middle of May to the middle of June, because then the markets fall off; and if not shipped in the previous fall, the potatoes have to be shipped in a very short time in the spring of the year, so that we are obliged to compete against one another. And what is true of potatoes applies to all other Island products. Those are some of the advantages the people of Prince Edward Island have to contend against, through not having the means of getting their products to market. Another loss which the people have to sustain, and which was not touched upon by the hon. member for Queen's, probably because it was not so plain to his mind as it is to mine, being a merchant, is due to the fact that the imports to the Island—and its imports amount to about $3,000,000 per year—must be brought in during the month of October, or, at the very latest, before the 1st of November, in sufficient quantities to carry us over until the 1st of May of the following year, so that we are obliged to import six months in advance and carry these goods over during all that time. I claim that there is at least a million dollars' worth of goods carried over on the Island from October to May, which we would not be obliged to carry were we provided with continuous communication with the mainland. We lose the interest on that money, and, more than that, a great many of these goods, in all probability, might have been purchased at lower rates during the winter months. Any business man will know that, under these circumstances, it requires twice as much capital to carry on the same amount of business in the Island as on the mainland. Take, for instance, a man engaged in the flour trade, and there are 75,000 barrels of flour imported into the Island during the year. A merchant doing business at Pictou can order a carload of flour in Ontario within four or five days of the time that his stock runs out, and is not obliged to import to any extent in advance, whereas on the Island we have to import in October sufficient flour to carry us over until the spring, instead of importing it as we require it. I admit that the cost of the tunnel makes the undertaking a very serious one; but, on the other hand, it would confer more than commercial benefit on the people of Prince Edward Island and of the provinces of Nova Scotia and New Brunswick; and I believe that if the question were submitted to the people of the two latter provinces, they would be quite satisfied to support the scheme, provided it can be accomplished for a reasonable amount of money. And it has been declared by word renowned engineers to be feasible. I believe also we would have the good will and assistance, not only of the men doing business in these provinces and who know the advantage it would be to them as well as to the Island, but that even the hon. member for Centre Toronto (Mr. Cockburn), when he comes to think the matter over, will not be so unfair, representing, as he does, one of the largest constituencies in one of the largest provinces of this Dominion, as to take the stand that because the Island is our smallest province it should not get what is its right; and I am confident even he will give his support to the scheme when the House is called on to vote the money. The Government lose at the present time the difference between the cost of the winter service and revenue we derive from that service, which amounts to $15,875. They lose also the interest on the cost of the steamer, which amounts to $5,438; and the depreciation and insurance of that steamer, amounting to $29,000 a year, and the summer mail subsidy amounting to $5,000, which would not be required if we had the tunnel. That makes a total annual loss of $55,313. Now, there is a loss on the Prince Edward Island Railway of $105,000 per year. If we had the tunnel built, and were in continuous communication with the rest of the Dominion, that loss would be reduced by $75,000 per year.

I WILL EXPLAIN

how that reduction would take place. Any hon. gentleman at all familiar with Prince Edward Island knows that the railway runs almost from one end of the Island to the other. It runs within at least ten miles of each shipping place. It runs from Tignish to Alberton, from Alberton to Summerside, from Summerside to Charlottetown, then to Georgetown and Souris, all being shipping ports. At present, suppose a man doing business in Souris or Georgetown wishes to have a carload of freight carried over to the mainland, he ships to the nearest shipping port; and I venture to say that the loaded cars hauled on the railway are not on an average hauled a distance of over twelve to fifteen miles. For instance, they will go from St. Peter's Bay to Souris, or from Morell to Mount Stewart, or from midway between Tignish and Alberton to either Tignish or Alberton. If we were placed by means of the tunnel in communication with the mainland, these cars, instead of being brought to a shipping place and the freight then transhipped on board vessels, would travel the whole length of the railway from the place where loaded to their final destination. Not only that, but I claim the tunnel itself would give a revenue of about $75,000 a year; and I further believe, in case that revenue be doubled, that if the matter were submitted to the people of the Island, they would allow a rate to be imposed on the goods passing through that tunnel, which would, beyond doubt, bring the revenue to $75,000 a year. I claim again that if the tunnel were completed, it would increase the trade of the Intercolonial Railway by furnishing it with additional traffic to the extent of $100 000 over and above what the Intercolonial Railway receives at present. Take the item of potatoes, or oats, or any of the classes of goods shipped from the Island. Any hon. gentleman who will consider for a moment, will know that it is almost tempting a loss to ship from 3,000 to 5,000 or 8,000 bushels of potatoes in a vessel when they are not actually seasoned because if we commence early in the season we have to ship the potatoes right out of the field, and if we house them that entails additional cost. I believe that four fifths of the potatoes shipped from Prince Edward Island to Boston, New York, New Brunswick and Nova Scotia, would pass over the Island railway first, and then go through the tunnel, and then pass over the Intercolonial Railway, and be the means of increasing the traffic on the Intercolonial Railway to the extent of $100,000 over its present traffic. If I am right in these figures, they amount to $305,000 per year, which this Government would receive if the tunnel were built, and I claim those figures are pretty nearly correct. I believe that if the Prince Edward Island Railway were in connection with the Intercolonial Railway to-day by any means, the Island railway, instead of showing a loss of $105,000 per year, would be a paying institution, because, if it does not pay at present, it is on account of the hauls being so short. For that reason I claim that, if these figures are right, or nearly right, the terms of Confederation can be carried out with Prince Edward Island

WITHOUT ANY MATERIAL LOSS

to the rest of the Dominion, and I sincerely trust that when this question comes up we will have the votes of hon. members on both sides of the House, and that they will not claim that, because Prince Edward Island is the smallest and most insignificant province of the Dominion, the terms made by the older and richer provinces with that province shall not be carried out. A point was raised that this was not a party question. I claim that it is not a party question, but it was a live issue on the Island, as the member for Queen's said the other day, at the late election, and I for one do not wish to deny it. Hon. gentlemen can understand that the question of the tunnel was in this position. The people of the Island were not sure whether the engineers would pronounce it feasible or not, whether the estimates would show that it would cost $5,000,000 or $25,000,000, but they expected that this parliament, after the reports of first-class engineers had been received, if these reports showed that the tunnel was feasible and could be built for a reasonable amount of money, would deal honestly and fairly with the Island. There were letters and telegrams received from gentlemen on both sides of the politics, and I will trouble the House by reading some of them. There was the following letter from the Right Hon. Sir John A. Macdonald to Senator Howlan:

"RABENSCLIFFE,
"OTTAWA, 6th February, 1891.

"MY DEAR HOWLAN,—In response to your pressing request with respect to the tunnel across the straits, I desire to repeat that, under the present circumstances, the Cabinet are not in a position to deal with the question. If, as I believe, the country will continue to give us its confidence, the Ministry will, under my guidance, take the matter up without delay. I understand that Sir Douglas Fox is of opinion the scheme is a feasible one. The chief thing still unknown is the cost of construction. I fully appreciate the nature and extent of the obligation incurred by the Dominion to maintain continuous communication between the Island and the mainland. We have tried to carry this out by the Stanley, but of course she cannot fight against the elements. So, if the cost comes within a reasonable amount, such as Parliament feels itself justified in incurring, I shall be prepared to submit the question for their favorable consideration.

"I am, yours sincerely,
"JOHN A. MACDONALD."

I claim that was just such an answer as we might expect, the question being in the position it was at that time. The right hon. gentleman did not know, when the estimates of the engineers came down, whether they would be such as could be entertained. We have a telegram from Sir Charles Tupper to Hon. D. Ferguson:

"I regret deeply that it is impossible for me to go to the Island as the Stanley cannot cross, and I dare not attempt the Capes. I have satisfied myself that the tunnel can be made for six million dollars, and you may rely upon all the aid I can give to that important and necessary work.

"Amherst, 28th February, 1891."

I claim that this is quite a proper telegram. Sir Charles Tupper knew exactly the terms upon which Prince Edward Island entered the union, and he knew that these terms had not been fulfilled, and that the expenditure of $6,000,000 would place Prince Edward Island in a similar position to that of the other provinces—in such a position that they would feel, as they have not yet felt, that they paid and proved of the Dominion, that they are truly a province of the Dominion in every respect, and that every dollars worth of taxation placed upon the rest of the Dominion they should assume their share of. They have not felt this yet, but if they have this connection afforded them they will not hesitate to bear their share of the burdens of the whole country. We also had a telegram from the leader of the Opposition. I always heard, before I saw him, that he was a man of honour and stood high in this country. We know, of course, that he must stand high before he could occupy the position he does to-day. Since I came to this House, and since I have seen and heard him, I have come to the same conclusion—that he is an honorable and high-minded man; and it is clear that he knew that this would be a live question in the Island at the last election. Here is a telegram from the Hon. Mr. Laurier to L. H. Davies, Esq:

"I am in favor of the tunnel, provided the surveys show the scheme is reasonable and practicable."

That telegram is quite correct and proper. He knew the terms upon which the Island entered in as well as other hon. gentlemen did. Then there is a letter to the editor of the Guardian, and I am quoting these telegrams, not to find fault with them, but to show that on both sides these gentlemen knew that this was a live issue, and made these statements not to influence the election but as a promise to carry out the terms of the union. This is a letter from the Hon. Mr. Laurier to the editor of the Guardian:

DEAR SIR,—I have your favour of the 2nd February, inst I hardly would have thought that an expression of opinion as to the construction of a tunnel to connect the Island of Prince Edward with the mainland should be required from me. Every man who has given any attention to the condition of things and the necessities involved by the entering of the Island into Confederation must admit that such a tunnel must be constructed if the thing is reasonably practicable. The first requisite is to have an accurate survey and reliable estimates. I am only sorry that these were not obtained long ago.

W. LAURIER.

This puts the two political parties in this House in exactly the same position. They both relized that the terms of Confederation had not been carried out, and those letters were written to show their willingness to have the terms carried out so soon as an opportunity offered. In conclusion, let me say that I would not have troubled the House so long but that I felt that I would not have been doing my duty to the county I represent and the Island from which I came without placing this matter fully before the House, and I have endeavoured to do so fairly and honestly as the case presented itself to me.

THE HERALD

WEDNESDAY, JULY 22, 1891.

ALL matter for publication in the HERALD should be in this office by noon on Tuesday. Persons wishing their advertisements changed *must* advise us Saturday forenoon.

THE TEMPERANCE QUESTION.

IT is to be regretted that the Government did not, at the late session of the Legislature, introduce a bill providing for the regulation of the sale of liquor in Charlottetown. As is well known, since the repeal of the Scott Act, last winter, there is no law regarding this traffic, in this city, and we have what some are pleased to call "free rum." Whether or not there is more liquor sold or drunk in Charlottetown since the repeal of the Scott Act than there was before that took place, is a question which would appear to admit of considerable doubt.

Be this as it may, a majority of the electors of Charlottetown, after observing the operations of the Scott Act, for nine or ten years, and finding that under it, the places for the sale of intoxicants had vastly increased, concluded that such a law, instead of a benefit was an injury, and consequently voted for its repeal. But when they did this it was not with the intention of having no law to regulate, curtail or restrict the sale of intoxicating liquor. The Scott Act had been tried and found wanting, and while it remained no other law on the question could be obtained; but they did expect that when the Scott Act was repealed the Local Legislature would pass another measure which could be tried, and if that were found to be no better than the act just repealed, then recourse could be had to something else.

Curiously enough those who opposed the repeal of the Scott Act have placed themselves on record as opposed to any other law restricting the sale of intoxicants. They are the minority, and we trust the Government has not been pandering to the prejudices of this faction. They call themselves the temperance party, forsooth! But they strenuously oppose the enactment of a law restricting the sale of intoxicating liquor, and advocate the present state of things, "free rum." That is a peculiar position for "temperance" people to occupy. Not only this; but in their advocacy of their peculiar theory, they are the most intemperate and intolerant class in the community. If they were in earnest in the cause of temperance they would now join with the majority and endeavor to have a law enacted that would regulate this traffic, and that having had a fair trial, and not found satisfactory, they might then reasonably expect the majority to join with them for the obtaining of something better.

If they imagine that they will ever be able to accomplish anything for the cause of temperance by their extreme and fanatical course, they are very much mistaken. The majority are not going to be ruled by a few extremists who cannot or will not entertain but one idea on this important question. Their conduct leaves it open to grave doubt that they are actuated by purely temperance motives.

This is a most important question, and is engaging the serious attention of some of the greatest minds in all parts of the world. Those who have made it a life long study, and have grappled with it in the great cities know the difficulties that surround it, and they appreciate the fact that they are powerless to abolish the evil, and are satisfied if they can lessen it, and, as far as possible, stamp out its terrible consequences. To attain this end, they are not wedded to any pet theory; but are willing to adopt all and any legitimate means that may come within their reach.

These are men of the highest order of intellect; who have received the best literary and scientific training, and have made a life long study of human nature. With all these accomplishments and experiences this is the candid confession they are obliged to make regarding intemperance and its consequences. Will the coterie in Charlottetown who advocate the Scott Act and oppose every other law bearing on the liquor question set themselves up in opposition to those life long sincere temperance workers, and do they imagine anything they may say or do will have any serious weight with those desirous of grappling in a practical manner with this momentous question? Do they think that the meeting together of a few women to talk on this matter, who, with all due respect, we think should stay at home and mind their babies if they have any, can have any effect than that of surrounding the question with ridicule? Woman's place of influence is at home with her family That is where she should do her temperance work.

Let anyone imagine the effect the *modus operandi* of these women must have with the serious temperance people They meet together a dozen or two of them talk at the same time, and pass such weighty resolutions as must necessarily arise from such harmonious discussion. Then they play the organ and sing a stanza of "From Greenland's Icy Mountains, etc.," or such as that. They then disperse, and oh, how those engaged in the liquour business shiver in their shoes!

No, Ladies and gentlemen, if you wish the community to believe that you are in earnest in the cause of temperance you will have to turn a new leaf.

EDITORIAL NOTES.

THE conduct of the Local Government will scarcely redound to their credit as ardent friends of education. One of their first official acts was the dismissal of the Provincial Librarian, Mr. Roche, one of the oldest educationists in the Province, who had spent a life time in teaching the youth and training the teachers of Prince Edward Island. No regard was paid to this; but, in his old age, he was turned on the Street. Then they reduced the salery of the Chief Superintendent of Education. Next they took a slice off the salary of the Superintendent's Secretary, Mr. McNeill, who has also spent a life time in the Education department. Lastly they reduced the salary of Professor Caven of the Prince of Wales College, by one hundred dollars. That is not the way to advance the educational interests of the Province.

During the late session of the Legislature a bill was passed regarding trials in the Supreme Court, to the effect that cases would not be tried by a jury: but by the presiding judge, unless the parties to the trial gave five days notice. When the bill was under discussion in the House of Assembly, Mr. McLeod, Leader of the Opposition, pointed out that it would be better not to have the act apply to cases then pending, as counsel might forget to instruct their clients as to the required notice. The Attorney-General answered accross the floor of the House that counsel so neglecting their duty were unworthy of being employed. It now turns out that one of the cases before the Supreme Court which opened its Session at Georgetown yesterday, is that of the Patriot puplishing company for libel, and that the Attorney-General as counsel for the company neglected to give the required notice regarding the jury.

On Monday morning last, the Chief Justice gave judgment in the controvated election cases, dismissing the preliminary objections with costs. These objections had been argued on the 2nd of this month. Petitions had been filled against each of the Liberal members for Queen's and Prince Counties. The petitions were served at Ottawa. Eleven preliminary objections were filed against the sufficiency of the petitions and the service in Queen's and Prince Counties. An additional objection was made regarding Queen's County, to the effect that Davies and Walsh should have been returned by acclamation, as it was alleged that Ferguson and Blake could not resign their seats as members of the Provincial Legislature, on account of petitions against their return having being filed and still pending. The other principal objections were that the deposit was not made with the proper officer of the Court; that the service in Ottawa was insufficient, and that the petitions did not show jurisdiction. Thus falls to the ground Mr. Davies boast that he had twelve objections to the petitions filed against himself and Mr. Walsh, "any one of which was fatal." Not one of the objections has been sustained and the petitions will now have to be tried on their merits. The Attorney-General and Mr. Haszard appeared for the respondents, and Mr. Morson for the petitioners.

In the British House of Commons Friday Sir Michael Hicks-Beach, president of the Board of Trade, said that the government was aware of the temporary stoppage of the tin plate work in Wales, involving the throwing of 20,000 men out of work. He thought that over production was the cause of this state of affairs and quoted figures in support of his theory.

BEER BROS. COLUMN

Dress Goods

1st. Our Stock of Dress Goods is very large and we can suit every lady as regards color and style.

2d. Our Dress Goods are the most fashionable obtainable and you know you have bought the latest style when you buy from us.

3d. Our prices are in many cases so low that we cannot make them a cent. lower, and in every line of goods we show so many bargains that you cannot but be satisfied.

Our prices are all markad in plain figures.

All goods are guaranteed to be exactly as represented.

4th Our Millinery Department is giving greater satisfaction than ever, and if you want good value for your money and a becoming Hat or Bonnet come to us.

5th In Dolmans and Jackets we are offering positively the lowest prices ever heard of for the quality of the goods. Call and see for yourself.

6th We want your trade and are doing our best to gain it by fair dealing and lowest prices.

BEER BROS.

Blank books, bill heads and receipt orms in the best style, printed at the Herald Office

Mackerel Barrels for Sale.

THE undersigned has for sale a quantity of Mackerel Barrels of the best quality and workmanship, which will besold cheap for cash.

P. MURNIAN,
Dorchester St. East.
Ch'town, July 22, 1891.—tf

HICKEY & N[illegible]
Tobacco Man[illegible]
BLACK TWIST, BRIGHT T[illegible]
FLAT CHEWING TOBACCO,
Orders solicited and satisfaction guar[illegible]
Ch'town, April 22, 1891.—6m

IT PAYS
TO BUY FOR CASH.

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 jewellry 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 in several instances marked down, goods booked will be charged at the marked price.

We trust our customers will be at once 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,
July 15.—2m Cameron Block

Sheriff's Sale.

BY virtue of a Writ of Statute Execution to me directed, issued out of Her Majesty's Supreme Court of Judicature, at the suit of Michael Coady against John Askin, I have taken and seized as the property of the said John Askin, all the right, title and interest of the said John Askin in and to all that tract, piece or parcel of land, situate lying and being on Lot or Township Number Twenty-nine, in Queen's County in the said Island, bounded and described as follows, that is to say:—Commencing on the east side of the Melville Road, on the northwestern corner of land now or formerly in possession of Frank McKenna; thence along his northern boundery line to the eastern division line of said Lot Number Twenty-nine; thence north eleven chains and thirty-seven links or until it meets the south-eastern corner of land now or formerly in possession of Hugh McKenna; thence west to the said Melville Road, and thence along the said Road southerly to the place of commencement, containing one hundred acres of land, a little more or less, in Queen's County, and I do hereby give Public Notice that I will, on SATURDAY, the TWENTY-THIRD day of JANUARY, 1892, at 12 o'clock, noon, at the Court House in Charlottetown, in the said County, set up and sell at Public Auction, the said property, or as much thereof as will satisfy the levy marked on the said Writ, being One hundred and fifty-five dollars and forty-six cents, with interest on ninety-four dollars and seven cents, part thereof from the Sixth day of July, 1891, till paid at eight per cent. per annum, besides Sheriff's fees and incidental expenses.

JAMES CURTIS,
Sheriff.
Sheriff's Office, Queen's County,
July 11th, 1891.
S. Blanchard, Esq., Plaintiff's Att'y.
July 15—3i

J. P. & Co. are Selling
—ALL KINDS OF—
SUMMER GOODS
—AT—
REDUCED PRICES.

Bargains in Dress Goods, Dolmans, Millinery, Capes, &c.

Special Value in Old Ladies Black Shawls.

Trunks and Travelling Bags at Low Prices.

JAS. PATON & CO.,
MARKET SQUARE.

Prince Edward Island Railway.

1891. SUMMER ARRANGEMENT. 1891.

On and after Monday, June 1st, 1891, Trains will run as follows:—

TRAINS FOR THE WEST.

STATIONS.	Expr's	Accom	Ac'm
	A. M.	A. M.	P. M.
Charlottetown .....dp	6 00	8 45	3 30
Royalty Junction.....	6 14	9 17	3 49
North Wiltshire.....	6 48	10 02	4 35
Hunter River.....	6 58	10 15	4 50
Bradalbane	7 23	10 48	5 26
Emerald Junction....	7 30	10 56	5 40
Freetown	7 40	11 10	5 55
Kensington	7 53	11 29	6 17
Summerside ..... ar	8 15	12 00	6 50
Summerside ..... dp	8 30	P. M. 1 05	
Miscouche	8 45	1 26	
Wellington	9 05		
Port Hill.....	9 35	2 35	
O'Leary.....	10 30	4 00	
Bloomfield	10 47	4 25	
Alberton.....	11 14	5 15	
Tignish.....ar	11 55	6 05	
			P. M.
Emerald Junction..dp			5 45
Cape Traverse.....ar			6 35

TRAINS FROM THE WEST.

STATIONS.	Expr's	Accom	Accom
	P. M.	A. M.	
Tignish.....dp	1 10	6 00