Pills

The circular around each box explains the symptoms. Also how to cure a great variety of diseases. This information alone is worth ten times the cost. A handsome illustrated pamphlet sent free containing valuable information. Send for it. Dr. R. S. Johnson & Co., 38 Custom House Street, Boston, Mass. "Best Liver Pill Known."

Blood!

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at Reduced Price

AWLS, GLOVES,

TOP SHIRTS,
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N HOUSE, KENSINGTON

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COCOA MATTINGS,
FLOOR OILCLOTHS,
HEMP MATTINGS,
FELT SQUARES,
WOOL SQUARES,
LINEN SQUARES.

--Short Lengths

--Cretonnes.

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traded to

S D. TAYLOR,
IAM G. GILLESPIE.

ink the public for the liberal
respectfully solicit the same

JAMES D. TAYLOR.

Again!

KENZIE,

Merchant

Tailors.

people of this city and Pro-

OF OUR DAY.

that we are prepared to guar-
r us with their custom.

rst; our styles are the very
our Cutters are unequalled in
position to furnish a suit of
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LE MERCHANT TAILORS

The Charlottetown Herald.

NEW SERIES. CHARLOTTETOWN PRINCE EDWRAD ISLAND. WEDNESDAY. MAY 21, 1890. VOL. XIX. NO. 30

The Charlottetown Herald
—IS PUBLISHED—
Every Wednesday
—BY—
The Herald Printing Company,
FROM THEIR OFFICE,
CONNOLLY'S BUILDING,
Queen Street, Charlottetown, P. E. I.

Subscription: One Year, in Advance, $1.00

ADVERTISING AT MODERATE RATES.

Contracts made for Monthly, Quarterly, Half-yearly, or Yearly Advertisements, on application.

Remittances may be made by Draft, P. O. Order, or Registered Letter.

All Correspondence should be addressed to the HERALD Printing Company, or to

JAMES McISAAC,
Editor and Manager.

Calendar for May, 1890.

MOON'S CHANGES.

Full Moon, 4th day, 4h., 56.4m., p.m. N. E.
Last Qtr., 11th day, 0h. 10.1m., p.m., N.W.
New Moon, 18th day, 4h. 6.1m., p.m., S. W.
First Qtr., 26th day, 6h., 21.4m., p. m., S.

D M	Day of Week.	Sun rises	Sun sets	The Moon. Rises	The Moon. Sets	High Water Ch'town
		h m	h m	after'n	morn	morn
1	Thur	4 52	7 3	3 35	3 52	8 23
2	Fri	50	4	4 44	4 13	9 4
3	Sat	48	5	5 55	4 35	9 43
4	Sun	47	6	7 8	4 58	10 20
5	Mon	46	8	8 24	5 25	10 58
6	Tues	45	9	9 38	5 57	11 47
7	Wed	43	0	10 45	6 38	aft 18
8	Thur	41	11	11 52	7 27	1 4
9	Fri	40	13	morn	8 28	1 57
10	Sat	39	14	0 33	9 27	2 53
11	Sun	38	16	1 25	10 51	4 9
12	Mon	37	17	2 1	af 9	4 37
13	Tues	35	18	2 26	1 21	6 52
14	Wed	33	19	2 50	2 35	7 53
15	Thur	32	20	3 13	3 46	8 42
16	Fri	32	21	3 37	4 57	9 24
17	Sat	31	22	3 57	6 8	10 2
18	Sun	29	23	4 23	7 18	10 38
19	Mon	28	24	4 53	8 26	11 15
20	Tues	27	25	5 30	9 30	11 51
21	Wed	26	26	6 12	10 30	morn
22	Thur	25	27	7 2	11 20	0 29
23	Fri	25	29	7 58	morn	1 7
24	Sat	24	30	8 59	0 4	1 49
25	Sun	23	31	10 2	0 39	2 33
26	Mon	22	32	11 6	1 9	3 24
27	Tues	21	33	aft 12	1 35	4 26
28	Wed	19	34	1 15	1 54	5 33
29	Thur	19	35	2 23	2 16	6 38
30	Fri	18	36	3 34	2 37	7 39
31	Sat	4 18	7 37	4 45	2 57	8 27

North British and Mercantile
FIRE AND LIFE
INSURANCE COMPANY!
—OF—
EDINBURGH AND LONDON.
ESTABLISHED 1809.

Total Assets, 1886, - - $29,371,980.79

TRANSACTS every description of Fire and Life Business on the most favorable terms.

This Company has been well and favorably known for its prompt payment of losses in this Island during the past twenty-two years.

FRED. W. HYNDMAN.
Agent,
Corner Queen and Water Streets,
Charlottetown, Jan. 19, 1888. } 1y

Liebig Company's
EXTRACT OF MEAT.
For improved and economic cookery, use it for Soups, Sauces, and Made Dishes. In flavor—incomparable, and dissolves perfectly clear in water. Makes delicious Beef Tea and *keeps in all climates* for any length of time. 1 lb equal to 40 lbs of lean beef. Only sort guaranteed genuine by Justus von Liebig and bears his signature in blue, thus: Liebig

Get your business cards printed at the Herald Office.

P. Are the initials for a reliable article that C.

WOODILL'S
GERMAN
BAKING
POWDER

W. should be in every HOME. B.

J. T. COLLINS, M. D.,
Physician & Surgeon
OFFICE IN MILTON HOUSE,
Kent Street, Charlottetown,
May 14, 1890.—6i

Hullo! What's Up Now?

DON'T you see McCOUBRY & CO. intend giving their customers great bargains during the Xmas Holidays in Light Driving Harness. They have a large stock of their own manufacture on hand, and are determined to dispose of it by the first of the new year. Don't forget the prices are away below anything you have ever seen. Come one, come all, and get a bargain.

Don't forget the place, Great George St., opposite S. W. Crabbe's Hardware Store.

A
Pure dry Soap in fine Powder.
WONDERful cleansing properties.
Price 5c.

Common Sense
in the treatment of slight ailments would save a vast amount of sickness and misery. One of Ayer's Pills, taken after dinner, will assist Digestion; taken at night, will relieve Constipation; taken at any time, will correct irregularities of the Stomach and Bowels, stimulate the Liver, and cure Sick Headache. Ayer's Pills, as all know who use them, are a mild cathartic, pleasant to take, and always prompt and satisfactory in their results.

"I can recommend Ayer's Pills above all others, having long proved their value as a

Cathartic
for myself and family."—J. T. Hess, Leithsville, Pa.

"Ayer's Pills have been in use in my family upwards of twenty years, and have completely verified all that is claimed for them."—Thomas F. Adams, San Diego, Texas.

"I have used Ayer's Pills in my family for seven or eight years. Whenever I have an attack of headache, to which I am very subject, I take a dose of Ayer's Pills and am always promptly relieved. I find them equally beneficial in colds; and, in my family, they are used for bilious complaints and other disturbances with such good effect that we rarely, if ever, have to call a physician."—H. Voulliemé, Hotel Voulliemé, Saratoga Springs, N. Y.

Ayer's Pills,
PREPARED BY
Dr. J. C. Ayer & Co., Lowell, Mass.
Sold by all Dealers in Medicine.

The Charlottetown Hospital.

UNDER the management of the Sisters of Charity, visited daily by a staff of skillfull physicians, supplied with all the conveniences for the treatment of special cases, private rooms at moderate charges for private patients. For admission and other particulars apply to the Lady Superior or to any member of the medical staff.

March 12, 1890.—tf.

DR. ROSS,
PHYSICIAN & SURGEON.
Office, - - - - Eldon.
April 30, 1890.—3i pd

Notes of hand forms in good style printed at the Herald Office.

COAL TAR! COAL TAR!
FOR SALE,
170 bbls. Coal Tar,
put up in Kerosene Oil Casks. Apply at the GAS WORKS, Charlottetown.
April 23, 1890.—2m.

Carriage Stallion, Abby Lee
WILL stand for the Season of 1890 at the owners stables, Morell. Abby Lee is a fine animal, stands 16 hands and 3 inches high, weighs 1450 pounds, and is sired by Abdallah Messenger, dam by son of old Saladin.
DANIEL SINNOTT.
April 30, 1890.—4i

Special Announcement,
We have made arrangements with Dr. B. J. Kendall Co., publishers of "A Treatise on the the Horse and his diseases" which will enable all our subscribers to obtain a copy of that valuable work *free* by sending their address (enclosing a two cent stamp for mailing same) to Dr. B. J. KENDALL CO., ENOSBURGH FALLS, VT. This book is now recognized as standard authority upon all diseases of the horse, as its phenomenal sale attests, over four million copies having been sold in the past ten years, a sale never before reached by any publication in the same period of time. We feel confident that our patrons will appreciate the work, and be glad to avail themselves of this opportunity of obtaining a valuable book.
It is necessary that you mention this paper in sending for the "Treatise." This offer will remain open for only a short time.

Watches. Watches.

SOLID GOLD Ladies' and Gents' Open or Hunting Case. Gold filled do., do., warranted to stand and wear better than a cheap gold case.

Silver and Silveroid, in key or stem-wind, with works thoroughly tested and warranted, from $5.00 up to $40.00. Cheaper can be supplied, but not warranted as reliable time-keepers.

The watches we keep in stock have received the highest award for general excellence and time-keeping qualities.

Good value in every department.

G. H. TAYLOR.
Aug. 21, 1889. North Side Queen Square.

Prices Down!

WE HAVE GOT PRICES WAY DOWN ON
Chairs, Bedroom Sets, Parlor Sets, Lounges, Sideboards, Tables, &c.

Call and see our Immense Stock and our Wonderful Low Prices.

MARK WRIGHT & CO.
Charlottetown, Jan. 22, 1890.

MILLS! MILLS!

Laether Belting,
Leather Belting,
Leather Belting,
Rubber Belting,
Rubber Belting,
Rubber Belting,
Disston's Saws,
Disston's Saws
Disston's Saws,
Belt Lacing, Files, Oils, &c.

A full stock of the best goods sold in Canada, at prices as low as most of the inferior articles on the market.

NORTON & FENNELL,
January 29, 1890.

Grocery & Tea House!

P. MONAGHAN,
—IMPORTER AND DEALER IN—
Teas, Sugars, Coffees, Confectionery, Flour, Molasses, Pork Ham, Lard and Choice Groceries.
ALL THE ABOVE ARE CHOICE AND VRYE CHEAP.
TEAS A SPECIALTY.
Try our 20c Tea, Nothing like it for the price.
Next to Miller Bros., Upper Queen Street.
Charlottetown, January 19, 1890.—1 yr.

Hardware, Hardware

CARRIAGE HARDWARE, in Iron and Steel Shoeing, Tire Steel, Spokes, Rims, Hubs, Axles and Varnishes,

CARPENTERS' HARDWARE A SPECIALTY.

NAILS, GLASS PAINTS, LOCKS, and everything they require in our line.

For Blacksmiths we have an immense stock of Horse Nails, Horse Shoe Iron, Steel, Files, Rasps, &c.

FARMERS GET EVERYTHING THEY REQUIRE.

Splendid Steel MUD SHOVELS, English and American.

STOCK NOW COMPLETE.
SELLING AT VERY LOW PRICES.
DODD & ROGERS.
Charlottetown, Dec. 24, 1888. QUEEN SQUARE

Prince Edward Island Subway.

(Continued from last week.)

outlay, and maintained without a large expenditure, the matter seems to be one that may fairly be placed before the Canadian Government for consideration.

That was the answer of Sir Charles Tupper on the 1st March, 1886 to the memorial of these gentlemen. Then Earl Granville, in his despatch to Lord Lansdowne, states:

"There seems to be reason for doubting whether any really satisfactory communication by steamship can be regularly maintained all the year round, which makes it all the more important that the proposed 'metallic subway' should receive a full, and if feasible, favorable consideration on the part of the Government of the Dominion.

"The establishment of constant and speedy communication by rail would be a great advantage, both to the Province and the Dominion, and I should suppose that the development of the traffic on the Island railroads, and of the capabilities of the Province generally, would produce a large direct and indirect return on the expenditure.

"It would reflect great credit on the Dominion Government if, after connecting British Columbia with the eastern Provinces by the Canadian Pacific Railway, it should now be able to complete its system of railway communication by an extension to Prince Edward Island."

Since that time we have had a survey across the Straits, which shows the distance to six and a half miles, and at one hundred and fifty feet of that distance borings have been made to test the character of the bottom. The plan which I have here shows the nature of the material through which the subway would have to go. It is not unlike the bottom of the St. Clair River at Port Huron. (The Senator here quoted figures showing the depth of water and composition of the bottom of the Straits.)

I alluded just now to the subway that is being built at Port Huron, and I stated that the length of that tunnel was about half the length of ours, but an opinion prevails that our tunnel would be too long—that it is impracticable; that no tunnel of such length is to be found anywhere in the world. I differ materially from those who take that view. I can show that there are tunnels nearly twice as long as this proposed subway.

It was the experience gained in combating water in the Severn tunnel that led to the adoption of the present mode of construction. Some ten or eleven years after Sir John Hawkshaw had tried to build it Mr. Walker's shield was used. Mr. Walker is well known in this country as the contractor who undertook to build the old European and North America road from St. John to Shediac, N. B. He went back to England and took up this question, and finally succeeded in completing the tunnel. I only make use of that to show that greater difficulties than we would have to meet have been overcome in other places and are being surmounted every day.

Hon. Mr. Power—Is the work at Port Huron a subway or a tunnel?

Hon. Mr. Howlan—Both terms are used. Generally speaking a tunnel is something built of stone and mortar; but those materials are not now used.

Hon. Mr. Power—The point I want to get at is, whether the structure at Port Huron is built beneath the surface of the bottom of the river or whether it projects over it.

Hon. Mr. Howlan—Beneath the surface. So is the one at London that is now being built, the City and Southwark subway a writer in the Graphic referring to it says:

"This new means of intercommunication between the city and South London is now rapidly approaching completon. The orginal Act (1884) empowered its construction from King William street, city, to the Elephant and Castle; but the company subsequently received permission to carry on the line to Clapham Road and Stockwell. The line is a double one; but each pair of rails is laid in a seperate tunnel, the two tunnels, of course, running mainly in parallel lines. The city terminus is in King William street, near the monument. The railway is reached by a circular shaft, down and up which passengers will be conveyed by a hydraulic lift; or they can proceed by stairways, which are also provided. After passing beneath the Thames the successive stations are at Great Dover street, Elephant, New street, Kennington, Oval and Binfield road, Stockwell. Hydraulic lifts and stairways will be provided at all the stations. The total length of the line is three miles and a quarter, and its two chief peculiarities are the great depth at which it lies beneath the suface and the employment of electric locomotives. Each engine weighs about ten ton: and the motor, which is of the Edison-Hopkinson type, takes the current from a conductor carried on the wooden sleepers between the rails of the line. The subway is lighted by electric glowlamps; the brake used will be the Westinghouse automatic; and there will be a three-minute service each way of trains of three coaches, each capable of carrying thirty-four passengers. The line of which a satisfactory trial was made on 5th March, is expected to be open for traffic early in the summer."

That is the description of the one they are now building. Hon. gentlemen may be surprised that I stick so persistently to this question. It is true that I am not an engineer, nor do I contend that my opinion is more valuable on such a question than the opinion of any other hon. gentleman in this House, but when such men as Mr. Walter Shanly tell me that this project is feasible—and he allowed me to use his name in saying so—when men like General McAlpine, General Newton, and others who have been consulted with regard to the harbor of Montreal and the harbor of Toronto—past engineers of the Institutes of England and the the United States—say that this can be done for a certain amount an amount which, in my judgement, is not outside the realm of practical politics, it is a reason why I am so persistent in urging this particular project. If it can be proved beyond any kind of doubt that this tunnel would cost $10,000,000 I do not think that I should be justified in asking the Government to expend $10,000,000; but if it can be done for $5 000 000, there is no reason why I should not urge it. Suppose it can be done for $5,000,000 it would not cost the Government of Canada one cent more then it is costing now to maintain the summer service and winter service, and the accessories belonging to it. It is proved conclusively that the Government have paid some $214,000 per annum for the performance of this service in a manner that is not satisfactory to themselves or to the public. That is the reason why I have asked that the matter should be submitted to a commission of engineers who are competent to judge in such matters. Outside of the abstract question that we are entitled to have the terms of Confederation carried out, I urge this scheme upon the economic ground that it is merely taking the same amount of money that we are now expending and using it in a manner more satisfactory to the public. It may be said that we should not come here and ask for an expenditure of $5,000,000 or $6,000,000 for a small Province like Prince Edward Island, I am not coming here with any such demand; I simply say that the terms made with Prince Edward Island ought to be carried out, and if I can point to a way in which they can be carried out without greater expense to the country than the present unsatisfactory system I am doing a service to the Government. That must be decided by engineers who are competent to investigate such a scheme and give an estimate with regard to the harbor of Montreal. The Government submitted the question to Mr. Walker Shanly, Colonel Gzowski and another engineer whose name, at the moment, I do not recollect. These gentlemen will make a report on the question, and no doubt the same gentlemen could also give a report on the proposed subway under the Straits of Northumberland, and some such course will have to be taken before the people of Prince Edward Island will be satisfied on this question. We Have to-day the same summer service that we had nearly thirty years ago, and it is unsatisfactory, as members of the Government must know. If we had in this Chamber a Minister of Marine and Fisheries and a Minister of Finance they would, no doubt, be able to explain to the House why it is so; but we have not got them here, and therefore we must address the gentlemen who represent them here regarding this particular matter, and I contend that the service as it is performed at the present day is not satisfactory to the Government, nor can it be satisfactory to the Government. No Government like to have fault found continually with them, much less should we in this branch of the Parliament of Canada, by any act of ours, cause any Province of the Dominion to continue to be dissatisfied. I have shown to the House by the memorials from the Government of Prince Edward Island from time to time that they are dissatisfied, and I have shown that they have gone to the foot of the Throne. I quite understand that it is a most unfortunate thing for me, as an advocate of this scheme, and unfortunate for the people of Prince Edward Island, that we have no representative in the other branch of the Legislature supporting the Government. But that has nothing to do with the merits of this question. I am not guilty myself on that point but it is, perhaps, an unfortunate matter, and it is to this branch of the Parliament of Canada that the smaller Provinces must look to have their rights guarded. That is the reason why I have been so persistent in following up this question from year to year. There are people who believe that the National Policy has not been of any use in Canada. There are others who believe it has. I know in the Maritime Provinces towns have been built up which have given a great deal of work to people living near them, and the commerce of the country has increased, and these towns are growing in population. We know also that Prince Edward Island has been unable to avail herself of the advantages that have been afforded to the other Provinces under the National Policy. We have no manufactures in our Province, and cannot have them, from the fact that we have no continuous communication with the outside world. If we had daily communication with the mainland our people would be able to establish industries and manufactories which they have not at present, and for want of which they necessarily suffer. You may as well say that if you sever one leg from the body that the pulsations of the heart could follow it, as to say that the pulsations of trade and commerce, and the enterprise which marked this Dominion, can extend to Prince Edward Island while she is isolated from the rest of Canada for so many months of the year. While we have fulfilled our portion of the contract made with the Dominion many years ago, no public works of any account have been done in our Province. It is continually stated that the Dominion has paid for the railway on Prince Edward Island. There is not one word of truth in that argument. Prince Edward Island entered into Confederation on a basis of 100,000 people, at $48 per head. The calculation was made upon the then existing debt of Canada and it was some 860,000,000 that were to be expended on the building of the Canadian Pacific Railway, and on that basis we took $48 a head, which amounted to $4,800,000. Out of that $4,800,000 the first year we paid for the cost of our railway $3,114,735. If we had not built the railway we would have had that amount to our credit to-day in the Dominion Treasury:—

"The several railways built by the Dominion in each Province, including the Intercolonial branches and extensions, but not the main line as originally constructed, cost as follows:

Quebec, including the purchase of the Riviere du Loup branch	$5,520,323 26
New Brunswick	3,371,854 74
Nova Scotia	7,821,070 19
Total	$16,713,248 19

So that while the Dominion spent some sixteen millions since then in building railways in the other Provinces, less than $200,000 was spent in Prince Edward Island in building some thirteen miles of railway to connect the mainland with Cape Traverse. We find no fault with that. We know also that some 96 miles of railway has been built across Cape Breton, at an expenditure of $3,000,000. We find no fault with that. We know that $175,000 a year for twenty years has been appropriated for building a ship railway at Chignecto. We find no fault with that, but we do think that our terms of union should be carried out. We have memorialized the Government and the Queen, and we have asked for consideration in every way. Now, with regard to the position we occupy toward the other Provinces, we are told: "You people in Prince Edward Island do not suffer." If we take the exports of Prince Edward Island, which form the basis of trade, as shown in the Blue Books, and enquire into what they are, we will find that Prince Edward Island is one vast farm. From the Census of 1881 I find that the products of the Province were

Oats,	$3,538,219
Potatoes,	6,042,191
Turnips,	1,198,817
Total,	10,779,227
Horses,	$ 25,182
Colts and fillies,	6,158
Working oxen,	84
Milch cows,	45 895
Other horned cattle,	44.743
Sheep,	166,496
Swine,	40,181
Wool,	552,083
Honey,	14,045

If we take one item, potatoes, we find how we are handicapped as compared with our brother farmers in Nova Scotia or New Brunswick. Our farmers have to ship their potatoes at a season of the year when they are unfit for shipping, when the markets are over-stocked and prices are low; whereas, the Nova Scotia and New Brunswick farmers can hold their potatoes until the markets want them. Hon. members will see at once the disabilities which our people labor under in this regard. Turning to the Trade and Navigation Returns, I find the following to be the comparative exports of potatoes from the different Provinces for the year ended 30th June, 1888:

Provinces.	Bushels Exported.	Value Realized	Average Price.
	Bushels.	$	
Ontario	102,253	66,615	65.2 c. p. bus
Nova Scotia	677,872	353,653	52.5 " "
Manitoba	90,836	71,857	79.1 " "
New Brunswick	338,898	161,482	46.0 " "
Quebec	169,845	76,307	45.0 " "
P. E. Island	1,294,036	343,177	26.5 " "
Total	2,094,730	1,050,493	

1887.—Total export of starch, $1,229,399. Prince Edward Island exported $1,164,600, or 94⅔ per cent of the above.

It will be seen from this comparison that Prince Edward Island gets less than one-half of what Ontario gets; less than one-half of what Nova Scotia gets; about half what Manitoba gets; about half of what New Brunswick gets, and about half what Quebec gets for her potatoes. To put the matter more forcibly for her 1,294,056 bushels, Prince Edward Island does not get as much as Nova Scotia gets for 677,872 bushels. That cannot be otherwise, for want of proper communication with the mainland and the markets of the world. If our Province was tacked on to Nova Scotia and New Brunswick, and could ship every day with the same freedom that they can from St. John or Halifax, the exhibit would be largely in our favor. The result of the existing condition of affairs is that she now loses, for every head of her population, about $3, or $17.50 per family, on this one item of potatoes alone, for want of proper communication with the mainland. We are compelled in the fall of the year, in frost and snow, to ship our products, because we know, when our ports freeze up, we are shut out from the markets. And again in the spring of the year, when potatoes are high in the markets of the United States and in the neighboring Provinces, we cannot ship our produce from the fact that our harbors are frozen up. I have to-day a telegram from Summerside stating that there are nine vessels loaded for market, and asking for assistance of the Steamer Stanley to open the harbor, still frozen over. On every item of farm produce we find that we are at a disadvantage in our shipments as compared with the other Provinces. I know that it will be said that the Dominion Government spend a large amount of money on postal service in Prince Edward Island. I admit that they do, and it is for the simple reason that while other Provinces have a population of only 4: 72 to the mile, we have 51 to the square mile, and the expenditure for the post office service is comparatively large. It looks large without investigation, but on enquiry it is found that our expenditure for postal service is not as great as in some other portions of the Dominion. The comparative expenditures for postal service in the different Provinces are as follows:

Prince Edward Island—Population 108,891.

Expenditure	$ 50,682.31
Net revenue	31,390.83
Deficit	$ 19,291.48

British Columbia—Population 49,459

Expenditure	$ 158,542.39
Net revenue	51,545.81
Deficit	$ 93,997.37

Manitoba—Population 65,954.

Expenditure	$286,554 77
Net revenue	151,658 49
Deficit	$134,896 28

New Brunswick—Population 321,233

Expenditure	$280,109 99
Net revenue	142,342 82
Deficit	$137,767 17

Nova Scotia—Population 440,572

Expenditure	$306,860 66
Net revenue	197,450 15
Deficit	$109,410 51

Quebec—Population 1,359,027

Expenditure	$753,066 99
Net revenue	555,823 54
Deficit	$197,243 45

Ontario—Population 1,923,228

Expenditure	$1,632,573 51
Net revenue	1,470,044 72
Deficit	$ 152,238 76

So that, as far as the expense of the post office is concerned, which is sometimes brought up against us as a great expenditure in Prince Edward Island, it is not proportionately as large as in some of the other Provinces. I am not finding any fault with the expenditure in other Provinces. I think it is perfectly right that they should have this postal service, but what I object to is hearing gentlemen say that the Dominion spend so much more in Prince Edward Island for postal service, which, on investigation, I find is not correct. I have stated that we were compelled for want of proper accommodation in the fall of the year to ship our produce at very inconvenient seasons. Speaking of the fall traffic, an article in a local paper says:

"In former days almost all our shipments of produce were made late in the fall or early in the spring; now we are shipping continually by steamers so long as navigation is open. Consequently, though the volume of our shipments is much larger than it was, the fall rush is usually (and naturally) not so great as it used to be.

"But the freight traffic of this fall is already taxing to the utmost the capacities of our steamers and sailing craft. The steamer at Summerside cannot take away the freight as fast as it offers, and quantities are every morning left on the wharf."

I only read this to show to hon. gentlemen the difficulty in which we are placed with regard to our fall shipments. The reason why I suggest in my memorandum that the Government should adopt any other plan to carry out the Terms of Confederation is, that I am looked upon by some gentlemen as perhaps being rather a crank on this subway question; but if they derive any pleasure from thinking so, there are other cranks on this question as well as myself. We have had, this year, a bill presented to Parliament for another way of getting to and from Prince Edward Island, by carrying cars over on steam barges. Another man from Halifax, named Way, has another means of getting over, and if the Government have still some other way to offer, it is well to let us know it. At any rate, there is a great deal of dissatisfaction existing among the people of our Province, and I may say that I speak here for the people of Prince Edward Island. I have held meetings all over Prince Edward Island, and if the resolutions passed at those meetings can be accepted as the views of the people, no one can come to any other conclusion than that they are united on this question. They do not look for impossibilities. All that they ask is the Terms of Confederation—or some energetic plan to settle this grievance. If it was asked for by any one portion of the people it might not be so important, but it may be as well for me to inform the Honorable that in the Legislature of the Island at present the upper branch is Liberal by a large majority, while the Lower House has a majority of

(Concluded on 2nd page.)

Highest of all in Leavening Power.—U. S. Gov't Report, Aug. 17, 1889.

Royal Baking Powder
ABSOLUTELY PURE