

FOR THE TUNNEL, AND FOR RECIPROCITY. THE CANDIDATES.

QUEEN'S COUNTY. Hon. Donald Ferguson, Patrick Blake.

KING'S COUNTY. A. C. Macdonald, John MacLean.

THE DAILY EXAMINER.

FEBRUARY 12, 1891.

Cardigan District.

The selection of James E. Macdonald as a candidate for the vacant seat in the House of Assembly will, we feel sure, be confirmed by the electors of the Cardigan District.

Mr. Welsh's Letter.

If any school boy were to ask the conundrum "In what particular does William Welsh resemble St. Paul?" the instant reply would be, his speech is contemptible and his letters are very carefully worded.

"MY DEAR SIR,—With respect to the statements now being circulated by my political opponents respecting my position with regard to the Liberal party, I desire to say that I am in thorough accord with the policy of that party and its leaders.

"With regard to my having stated that I would support Sir John Macdonald, I desire to say that when I was told Sir John Macdonald intended to propose Reciprocity, I said at once if so I would support him.

"While saying this, however, I desire distinctly to say that I am and always have been, a sound Liberal and am thoroughly loyal to the Liberal party and its leaders, and if elected will be found giving them in the future as in the past, a loyal support.

This letter contains two very different statements: (1) that Mr. Welsh is in thorough accord with the policy of the Opposition and its leaders, i. e., unrestricted reciprocity, which involves direct taxation, discrimination against Great Britain, and, eventually, annexation; and (2) that Mr. Welsh has expressed himself as ready to support Sir John in an effort to obtain the boon of reciprocity and a settlement of the difficulties which have arisen between the United States and Canada, by means of a treaty framed on the lines of the Treaty of 1854, but modified to suit the changed conditions of the two countries.

We have only so remark that this is no time for trimming and twisting. The "devices" of Mr. Welsh must not entrap voters who desire to support Sir John Macdonald. Mr. Welsh ought to issue a card to the electors—not a letter to Hon. T. W. Dodd; and he ought to state clearly and decisively and honestly whether or not he is in favor of unrestricted reciprocity, with all that it involves.

It is stated that the Canadian Pacific Railway reduces cost of tea five cents per pound by cheapening freights from China and Japan.

The following is the offer of reciprocity made by Sir Charles Tupper and his fellow Commissioners in 1879. The British Commissioners proposed:

"That, with a view of removing all causes of differences in connection with the fisheries, it is proposed by Her Majesty's plenipotentiaries, that the fishermen of both countries shall have all the privileges enjoyed during the existence of the fisheries articles of the treaty of Washington in consideration of a mutual arrangement providing for greater freedom of commercial intercourse between the United States and Canada and Newfoundland."

THE TUNNEL

Letter From Senator Howland

Important Enclosures From Sir Douglas Fox and Sir John Macdonald.

THE MATTER AS IT STANDS

The Question for Electors

SIR,—As many of your readers will be interested to learn what progress has been made in the tunnel matter, I beg to submit the following correspondence, which will speak for itself.

Last summer, James H. Reddin, Esq., in crossing the ocean, met Mr. Alfred Palmer, C. E. and Consulting Engineer on the Staff of Sir Douglas Fox, the great tunnel engineer, of London, England. He (Mr. Palmer) made enquiry about our tunnel, to which Mr. Reddin replied that he was not able to give him any definite information. But he said, "If you put your enquiries on paper, I will get them answered for you."

1. For what sum of money he would give his professional opinion as to the feasibility and practicability of a tunnel.

2. For what annual subsidy, payable half-yearly in London and satisfactorily guaranteed, contractors could be furnished to complete the work.

3. If in his judgment the total cost would fall within five million of dollars.

In answer to this he wrote me under date of October 10: "If I heard from you by cable upon receipt of this letter, I could probably arrange for Mr. Alfred Palmer to examine the position of the tunnel, and the connecting railways on his way home from Labrador, where he is at present engaged. For the opinion which you mention, I would suggest the following: "That you pay Mr. Alfred Palmer's time at the rate of \$125.00 per month, together with his extra travelling expenses occasioned by this detour, with a fee to myself of \$262.10. Upon receipt of Mr. Palmer's report to me, I shall be better able to deal with the second and third questions in your letter."

I laid this correspondence before the Premier, Hon. Neil MacLeod, and the Hon. Donald Ferguson, and they said they would guarantee the cost of Mr. Palmer's visit, but I must hold myself responsible for the rest, but they would assist me in obtaining the amount from the Dominion Government. And here, let me say, I cannot speak in too high terms of the manner in which both the honorable gentlemen gave me their warm, earnest and hearty assistance in this whole matter, and thus relieved me of a very considerable expense.

I wired Sir Douglas Fox: "Send Palmer." He arrived, and as the public is already aware, a recognition was made at both Capes, the result of which Mr. Bain has so admirably given in his lecture, and which is so fully approved of by Sir J. W. Dawson.

I also forwarded to Sir Douglas Fox samples and analyses of brick clays and brick as collected and made by Mr. Bain, with a lot of plans, papers, &c., bearing on the question. He acknowledged the receipt of all these, and said he now had sufficient data on which to form an opinion.

I cabled him on the 13th Jan'y, to know when his report would be ready, to which he replied on the 15th: "Report ready in ten days." On the 29th he cabled this: "Much prefer delaying report until Pearson, Hudson River contractor, returns next month. Reply." To which I answered on the 29th: "Yes; but want approximate cost immediately. Government guarantee might be obtained for six millions. Answer." On the 30th, he answered as follows:

"Sum named should probably cover tunnel."

It will be noticed in my letter of the 17th September that I asked for contractors, &c., to do the work. Since the above cable despatches were received I got the following letter, dated Jan'y 21st, which, I have no doubt, will be read with pleasure by your readers, as it establishes the practicability of the tunnel, and taken in connection with the cablegram of the 30th ult., settles the question of feasibility and cost:

"VICTORIA MANSIONS, 28 VICTORIA STREET, WESTMINSTER, S. W., 21st January, 1891.

"The Hon. George W. Howland, Ottawa:—

"TUNNEL UNDER NORTHUMBERLAND STRAITS "MY DEAR SIR,—I have now received, through the Assistant Provincial Secretary, the sum of £56,100 for Mr. Palmer.

"I have been going carefully into the whole matter with him, and have formed a very favorable opinion as to the practicability of the proposed tunnel, and will send you a preliminary report in a few days.

"I am sorry, however, to find that Mr. W. Pearson, the contractor for the Hudson River Tunnel, who would be, in my opinion, the best contractor to employ, is at present in Mexico, so that I have not been able to consult him, as I should much wish to do before sending in my definitive report. I have ascertained that Mr. Pearson will be in New York, in care of Messrs. Pearson & Sons, Hudson Tunnel Works, New York, about the middle of February, and I think it would be a most important step if you could arrange with him on his way home to visit Northumberland Straits so that he may be prepared, on his arrival here, to consult

"with me, with a view to his giving a tender for the work. Mr. Pearson is a contractor of the highest respectability, and of good experience. I am writing to him direct, suggesting that he should communicate with you on the subject. Will you kindly cable me what you arrange with him." Yours faithfully, (Sgd.) "DOUGLAS FOX."

I cabled him on the 6th inst: "Will write Pearson as suggested," and I wrote Mr. Pearson to New York with a copy of Sir Douglas Fox's letter, advising him to come and look at the Straits, etc., and make some boring through the ice on each side, and I expect him to do so before returning to England.

I put all these facts before the Dominion Government, and I have much pleasure now in submitting to your readers the following letter which will explain itself:—"EARNSCLIFFE," OTTAWA, February 6th, 1891.

"MY DEAR HOWLAND,—In response to your pressing requests with respect to the tunnel across the Straits, I desire to repeat that under 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 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 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, (Signed) JOHN A. MACDONALD.

In conclusion, permit me to say we are now within measurable distance of a solution of the question of daily and continuous communication with the railway system of the Dominion. This has taken six years of unremitting attention and perseverance, with no little cost.

Had P. E. Island, four years ago, sent six supporters of the Government of Sir John Macdonald, I have not the most remote hesitation in saying the subway, or tunnel, would now have been completely and entirely finished.

During all these years what have we received from the great party on this Island and throughout this Dominion? Nothing but sneers and contempt. Even up to the present moment the Montreal Herald, edited by the Hon. Peter Mitchell, and one of the ablest and staunchest supporters of the Opposition, is abusing the Dominion Government for spending money on such a "wildcat scheme."

I say, therefore, if the people of P. E. I want a tunnel let them support the Government, who are already persuaded, nay more, convinced, of its practicability, and are not afraid of its cost, but are ready to recommend to the favorable consideration of Parliament a sum sufficient to build it.

I have done my part, and I trust our people will act wisely and prudently by doing theirs, in supporting Sir John A. Macdonald and his party, who are quite sure to have control of the purse strings for the next five years. I am, yours truly, GEORGE W. HOWLAND.

On board str. Stanley, Feb. 10, 1891.

An Independent Opinion.

The Montreal Journal of Commerce comments upon Sir John Macdonald's appeal to the people on the Reciprocity issue and says:

"Canada has been for nearly twenty years past being making strenuous efforts and humbly, in the direction of a renewal of the old treaty, but in vain. Those who clamor for unrestricted reciprocity can hardly be looked upon as sincere or as fully comprehending what such a change must mean for Canada. Are we, for the sake of having access to the United States markets, to enter with them upon a common tariff, discriminating against Great Britain—who is our chief customer or nearly so—and all other countries besides? Such a treaty, if nothing else, would be ruin to the industries established under the fostering policy of the last twelve years, whatever errors of judgment it may be guilty of. Such reciprocal relations would seem to lie beyond the boundary of common sense, and to be cherished mostly by people who are anxious for some change, no matter what. We do not lack great inducements to offer in exchange for access to the United States for our natural products; but these, although calculated to lessen the existing strained relations and to remove a fruitful source of irritation, are too valuable to throw into the scale. At all events, it is evident that able statesmen on both sides of the ocean do not yet despair of settling our differences by that "Parliament of man" which the laureate has crystallized into the language. Whatever be the motive—and it is likely our politic statesman will endeavour to kill two birds with one stone—the elections are likely to prove that the people of Canada are not so ready to enter upon unrestricted reciprocity or to throw themselves into the arms of the neighboring republic as some persons fondly imagine on both sides of the line. At all events, it will be easier—perhaps better to scotch the snake now than wait till it has gained more vitality."

Who are the Farmer's Friends?

The Conservatives have established experimental farms at Ottawa, Brandon, Indian Head, Agassiz, B. C., and Nappan, N. S.; have conducted experiments of value to the farmer as to the best seeds suited for cultivation in the various latitudes of Canada, and the best means of cultivating them; have appointed Professor Robertson, the best authority in North America, to be dairy commissioner, and published regular bulletins prepared by him for the information of farmers; have imported the best English seed barley for the improvement of that grain in Canada; have given protection against the farm products of the Western States whose competition has made agriculture largely unprofitable in New England.

For the newest styles in headwear, see Prosser Bros' stock of English hats.

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Sir Chas. Tupper COMING!

Grand Liberal-Conservative Meeting in the

DRILL SHED!

SIR CHARLES TUPPER will address the Electors of Prince Edward Island in the DRILL SHED, Charlottetown, on

MONDAY EVENING

16th INSTANT,

Chair to be taken at 8 o'clock.

Parties coming to this Meeting can come and return by the Railway at the following reduced rates:—

Table with 2 columns: Station names and reduced rates. Includes Tignish, Alberton, Bloomfield, etc.

A Special Train will leave Georgetown on Monday, 16th inst., at 2 o'clock p. m., standard, and one from Souris at 1.30 p. m., standard, returning will leave Charlottetown at 11 p. m. standard same day. All tickets good to return by regular trains following day.

W. S. STEWART, Secy. Lib-Con. Association, Ch'town, Feb. 12, '91—gr pat. dy

LETTERS TO THE EDITOR.

Dr. Baynes.

SIR,—I regret the opposition or suspicion with which Dr. Baynes has to contend. I am satisfied that there is a misunderstanding somewhere. At any rate I have reason to be thankful that he came to the Island. Permit me to state briefly why I say so.

During the summer of 1873, when I was a student, I was placed in charge of a large congregation, of which two ministers, have now the oversight. I overworked myself, my health broke down, an aggravated form of indigestion ensued, and finally insomnia. I went in the autumn to Glasgow, Scotland, to attend the University, and immediately sought medical aid to recover my health, but received no benefit. As years rolled on my trouble became chronic. I consulted, one after another, some of the most distinguished physicians in Glasgow, Edinburgh, Liverpool and London, besides many others in different parts of the country. These men stand in the very first rank of the medical profession. I placed myself in the hands of a specialist in such diseases as insomnia, etc., as soon as I went to reside in London. This physician's name is held in reverence by the leading medical men of Britain, but after following his instructions for a long time, I found that he failed to do me any good, like the rest. After months of intense suffering, I demitted my charge and returned to America. I then consulted some of the most distinguished physicians in the United States, but was again doomed to disappointment.

I have tried hydropathy under four different doctors, massage, horseback riding, light labor on a farm, long sea voyages, camping-out for several months, long periods of entire rest—all of which were recommended as never-failing specifics for insomnia; but they did little if any good. I spent more than two thousand dollars in health-seeking, and with the exception of the help I received from the medicines of a German doctor whom I met on the Pacific coast, my only return for so much outlay was the hope deferred which maketh the heart sick.

The medicines referred to gave me sufficient strength to undertake the work here some sixteen months ago; but nothing but a stern sense of duty and a dread of returning to the dreary days of doing nothing could have nerved me up to continue in labor too exhausting for my strength.

Less than two months ago I called on Dr. Baynes at the request of a friend who was ill. I mentioned that I was not strong myself. Dr. Baynes said he could help me. I was but a week under his treatment when I found myself getting stronger, and as my strength returned my sleep began to come also, and that without any narcotic. I now feel satisfied that complete restoration to health is but a little way off. My dyspepsia has gone. I sleep well, and can get through my work with some of that zest which a healthy man experiences.

In all that I have said, I wish to make it clear that I am not making any reflections on any other medical man. I have a great many friends in the medical profession. Neither do I claim that Dr. Baynes knows more about the human body than all the able men whom I have consulted. But I do claim that it requires no ordinary man to succeed where they failed.

Nothing could have induced me to make this public statement about myself but a feeling of gratitude which I do not know how to express with sufficient earnestness. In addition to this, I thought that there may be among your readers some who are suffering the tortures of dyspepsia and insomnia as I did.

This letter was not written at Dr. Baynes' request nor at his suggestion. A. A. MACKENZIE, The Manse, West River, Feb. 12.

Our Annual Sale of WHITE GOODS

WILL BEGIN Monday Morning, Feb 2nd.

We have been fortunate in securing several very attractive lots of EMBROIDERIES, FLOUNCINGS, etc., especially for this occasion. In nearly every line of Goods mentioned below we show unusual values.

Table listing various goods and their prices: SWISS EMBROIDERIES, INSERTIONS and FLOUNCINGS, AMERICAN TICKINGS, etc.

HAMBURG EMBROIDERIES.

Our Spring Stock Just Received.

HARRIS & STEWART, LONDON HOUSE.

Charlottetown, Feb. 4, 1891.

Do the People Like to be Cuffed?

IF NOT, HOW IS IT THEY WILL PATRONIZE WORD COMPETITIONS? Why do they buy Shoddy for Cloth? Why do they send, in answer to a foreign newspaper advertisement, for a SOLID GOLD PLATED CASE WATCH, with WALTHAM style movement, when they can get the GENUINE article at a less price than is often paid for the imitation.

Watches have been brought to us by the hundred from parties who have bought as above, and which no respectable Watchmaker could repair and guarantee. Glass for jewels, brass where steel ought to be, and iron for steel. They will go when carried. \$5.00 to \$25.00 is often paid for a Watch that is not literally worth more than the price of old metal.

Now there is no need or excuse to keep up such a trade, for the cheapest Watches made by the large American Watch Companies—the Waltham, the Elgin, the Rockford, the Hampden, the Columbus, and even the despised Waterbury—are far away ahead of the best of these imitation articles, and can be had in those days of perfected machinery at prices far below their actual value.

E. W. TAYLOR, Watchmaker and Jeweler.

Charlottetown, Feb. 4, 1891.

TAYLOR & GILLESPIE.

We are making Special Reductions during this month on the binding of Magazines, Illustrated Papers, Periodicals, etc.

TAYLOR & GILLESPIE, Sign of the Big Book, J. D. McLeod's Corner.