

The Morning Guardian.

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FROM STANLEY & McLAREN

Messages to Their Friends From Skerryvore.

HOW OUR BOYS ESCAPED DEATH!

W. W. Stanley's Letter to Mrs. Stanley—J. A. McLaren's to Mr. Paton—Daily Account of the Trip on the Labrador From Halifax to Oban—Rude Awakening When the Ship Struck—Thrilling Scenes at Launching the Boats—On Skerryvore—Saved Gold and Order Books.

Last evening's mail from the mainland brought many letters to Charlottetownians, but few messages received were of deeper interest than those which came from "our boys" who had been wrecked on the SS. Labrador. Through the kindness of Mrs. Stanley we are able to give below Mr. W. W. Stanley's detailed account of the voyage and the shipwreck. Mr. Paton has also kindly handed us the first brief note he received from Mr. McLaren. Both are enjoinied.

MR. McLAREN TO MR. PATON.
QUEEN HOTEL,
Oban, March 3, '99.
DEAR MR. PATON,—We were shipwrecked off Skerryvore Light-house. Same mistake.
I wrote to you before going to bed on the 28th and mailed same on board Labrador, but I guess it went to the bottom.
We struck McKenzie Rock, off Three Island, North of Scotland, at 6.30 a. m. I was in bed.
Saved money and order book. Lost all samples. If you think I want any information, cable.
Remember me to all hands. See my wife and children.
Good bye—I am not too clear. I have not slept since Tuesday. Will write on Wednesday from London.
God bless you all till we meet again.
Yours truly,
J. A. McLAREN.

FROM W. W. STANLEY TO MRS. STANLEY.
In case you did not get the letter I wrote the night before we were wrecked, as I intended it should have been posted when I got to Moville, and we did not get there, and I don't know whether the ship's papers were saved or not, I will give you the same log over again.
Feb. 21st. Left Halifax at 3 a. m., on S.S. Labrador, with the following crew and passengers: 113 of a crew and officers, 21 saloon passengers, (only one lady), 19 second class and 24 third class, making a total of 177, besides children. As far as I can find out we were full to the hatches. It was a fine clear morning when we went on deck at 8 o'clock. Ran up to noon 107 miles. Bright moonlight night.
22nd. Feb. Fine clear morning. No sea on. Run 208 miles. Bright moonlight.
23rd. Fine clear morning. Commenced to rain about 10 o'clock. Continued until 1. Run 315.
24th. Dull, heavy, showery, and blowing strong. A little sea. Run 315. Fine clear night.
25th. Bright clear morning. We are now over the top of the hill and going down the other side. Run 301. Saw two steamers. Fine moonlight night.
26th. Sunday. No service today. Dull, warm morning. At noon cleared. Run 304. Afternoon fine and bright.
27th. Fine morning; warm, dull and heavy toward evening. Run 308.
28th. Warm, but very dull and heavy fog. Expect to see Ireland, or rather Tory Island. Run 309. About 7 o'clock went on deck. Very thick, blowing fresh and continued so up to 9.30, the last time I was on deck that night.
March 1st. At 6.25 our ship gave three bumps and then escaped. Woke me, but thought it was some of the boys playing tricks, as we had been up to every kind of mischief. Heard running on deck as usual, always making fun of me! Had everything ready to jump into, pants and vest under pillow, socks turned inside out, drawers on bottom of bed ready to jump into. It



HON. WILFRID LAURIER

was clear day light. Got into pants, boots and shoes and ran out on deck. Saw our position and the weather. Came back and told the boys to keep cool as there was not a very heavy sea and as we had only a few passengers, lots of boats and a good chance to be saved. (Might say here the prevailing winds were S. E. and S. W. all the way over with the exception of a few hours.)
I was quite cool, got into coat and pants and laced my boots, put on ulster coat, rushed on deck and, of course, had to give a hand to clear away the boats. Forgot my gold; could not find it. Got out books, samples and everything except gold. Went on deck again and then remembered where I had put it. Unstrapped and unlocked portmanteau again and found it. Also took hand satchel.
By this time they had cleared No 1. boat on lee side. As L. E. says, I have to act "boss" always and of course got the boys to work helping the sailors to get away No. 2 and 3 boats, also small boats on that side of the ship. Those four boats lay off from the ship on lee side by long painters and a crew of four. Went after the four boats got clear on the windward side. Every one cleared without any mishap, worth talking about.
They filled No. 1 with all the women and children, also husbands of women in No. 1. It was very slow work lowering about 28 men, women and children with four of a crew and fourth officer—33 in a boat. This was the largest number put in any one boat.
(Continued on The Fourth Page.)

LAURIER'S LETTER

To F. S. Spence Refusing Prohibition.

Full Text of This Important Communication—A Carefully Prepared Statement Which Will Not Satisfy Prohibitionists—It May Do for Politicians and Certain Others.

The following letter has been received by Mr. F. S. Spence, secretary of the Dominion Alliance, Toronto:—
OTTAWA, March 4, 1899.
Dear Mr. Spence,—When the delegation of the Dominion Alliance waited upon the government last fall to ask as a consequence of the plebiscite, the introduction of prohibitory legislation, they based their demand upon the fact that on the total of the vote cast there was a majority in favor of the principle of prohibition. The exact figures of the votes recorded were not at that time accurately known, but the official figures which we have now, show that on the question put to the electors, 278,487 voted yes, and 264,571 voted nay. After the official figures had been made public, it was contended by some of the opponents of prohibition that the margin of difference between the majority and minority was so slight, that it practically constituted a tie, and there was therefore no occasion for the government to pronounce either one way or the other. The government does not share that view. We are of the opinion that the fairest way of approaching the question is by the consideration of the total vote cast in favor of prohibition, leaving aside altogether the vote recorded against it.
In that view of the question, the record shows that the electorate of Canada, to which the question was submitted, comprised 1,233,849 voters, and of that number less than twenty-three per cent, or a trifle over one-fifth, affirmed their conviction in the principle of prohibition.
If we remember that the object of the plebiscite was to give an opportunity to those who have at heart the cause of prohibition who believed that the people were with them and that if the question were voted upon by itself, without any other issue which might detract from its consideration, a majority of the electorate would respond and thus show the Canadian people prepared and ready for its adoption, it must be admitted that the expectation was not justified by the event. On the other hand, it was argued before us by yourself and others,

SIR CECIL RHODES J. ISRAEL TARTE

Contracts for His Telegraph Line. Defends the Refusal of Prohibition.

Gomez Gets an Ovation—Still Fighting at Manila—Dreyfus Documents—Britain's New Seizure—Herschell's Successor—Trouble in Newfoundland—Kipling's Short Stay.
Another Gold Strike—Moncton Elects a Liberal Council—Ottawa Has a Sensation—Hon. J. F. Wood Found Dead—Winnipeg Liberals Speak Out—Sheep Saved.

PARIS, March 14.—(Special)—The Court of Cassation has decided to ask the Minister of War to communicate the Dreyfus documents to it.

MANILA, March 14.—(Special) Some fighting is still going on in the Philippines.

The Americans killed and wounded in Monday's capture of Pasig was 35, mostly slightly wounded.

BERLIN, March 14.—(Special)—The papers announce that Cecil Rhodes has concluded a contract for the telegraph line through German East Africa and that a railroad line will be arranged for.

HAVANA, March 14.—(Special)—The people are giving a great popular reception to Gomez, which the police were powerless to prevent. Regulars were called out to assist the police.

LONDON, March 14.—(Special)—A Shanghai correspondent of the Mail says it is reported that Great Britain has seized the Mia-tao Islands opposite Port Arthur.

The islands are four or five in number and are scattered across the Mia-tao Straits which furnish the entrance to the Gulf of Pechili.

They effectively guard the entrance from sea to Peking, the capital of China, and at the same time afford a vantage point from which to watch Russian operations at Port Arthur.

The Times says that Baron Russell will succeed the late Lord Herchell on the Joint High Commission.

NEW YORK, March 14.—Kipling will cut his visit to America short. He will go to Brattleboro, Vermont, for a few weeks and thence to Cape Breton.

ST. JOHN'S Nfld., March 14.—The political crisis continues, Premier Sir James Winter is negotiating with Robert Bond for coalition with the regular opposition.

Messrs. Morine and Morris have eighteen men assured, and the Premier expects to secure a dissolution and to win a general election.

Dissension in the colony is very keen and troublesome times are expected.

That as the plebiscite campaign was carried out by the friends of prohibition without any expenditure of money, and without the usual excitement of political agitation, the vote recorded in favor of it was comparatively a large one. This statement I did not then controvert, nor do I controvert it here and now. I would simply remark that the honesty of the vote did not suffer from the absence of those causes of excitement, and that even if the totality of the vote might have been somewhat increased by such cause, its moral force would not have been made any stronger. I venture to submit for your consideration, and the consideration of the members of the Dominion Alliance who believe in prohibition as the most efficient means of suppressing the evils of intemperance, that no good purpose would be served by forcing upon the people a measure which is shown by the vote to have the support of less than twenty-three per cent of the electorate. Neither would it serve any good purpose to enter here into further controversy on the many incidental points discussed before us. My object is simply to convey to you the conclusion that in our judgment, the expression of public opinion recorded at the polls in favor of prohibition did not represent such a proportion of the electorate as would justify the introduction by the government of a prohibitory measure.

I have the honor to be, dear Mr. Spence,

Yours very sincerely,
WILFRID LAURIER



J. ISRAEL TARTE.

He challenges Sir Charles Tupper to make a clear and positive statement of his position on the question.

YARMOUTH, March 14.—(Special)—A hundred and five live sheep from the Castilian were landed to-day.

The weather is good and the prospects are that a considerable quantity of stuff will be saved.

A tug remains by the steamer, and it is expected that the captain will leave her some time to-day.

There is no official statement yet as to the cause of the disaster, but it is believed that the compass was at fault.

TORONTO, March 14.—(Special)—Hon. John T. Wood, M. P. for Brockville, formerly Minister of Inland Revenue, was found dead in bed in the Queen Hotel.

He was born in 1852, called to the bar in 1876, first elected to the Commons in 1882.

WINNIPEG, March 14.—(Special)—The Liberal Association here has passed a resolution condemning Hon. Mr. Sifton's utterances at Perth that the tariff is a dead issue, reaffirming the tariff plank in the Liberal platform and supporting Hon. Mr. Fielding's budget declaration that manufacturers should get their houses in order for further tariff reductions.

MONCTON, March 14.—The civic elections yesterday were run on party lines and the Liberals carried every seat but one.

H. H. Ayer is the first Liberal mayor ever elected by the popular vote.

The result gives the Liberals control of the revision of the voters' list next Dominion election.

VICTORIA, March 14.—(Special)—News has been received of a remarkably rich strike of gold on Granite Creek.

OTTAWA, March 14.—There is a big sensation in civic circles, the Mayor having suspended City Engineer Galt for having usurped the authority of the Council by calling for the resignation of assistant Engineer Ferrigull.

When Galt was appointed the Council gave him full power over his subordinates. It looks as if the Mayor was animated by national prejudice.

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Wet feet means a cold. We sell rubbers, "the dry feet kind." Get a pair and save doctor's bill.
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Women's 40, 0, 55, 60c.
Men's, 60, 75, 80, 85c.
Boys', 50, 60c.
Misses', 35c.
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MARCH MAGAZNES NOW READY.

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A New Wall Map

DOMINION OF CANADA

COMPILED FROM
Latest Government Surveys, and revised from Maps issued by the Department of Railways and Canals, Geological Survey Department, Interior Department of Canada, British Columbia Government Maps and United States Charts.

SHOWS
Disputed Boundary Lines between Canada and United States Territory in Alaska.
Boundary Lines of Franklin, Yukon, Mackenzie, Ungava, Quebec and Labrador.
Cool Fields of Canada.
Gold and Silver Bearing Districts.
National Parks.
Railway Lines, Completed and Projected.
Steamship Routes, with Distances between Vancouver, Japan and Australia.
Klondike Steamship and Overland Routes.
Projected new Routes between Canada and Great Britain, via Hudson Bay.
Size, 84 x 60 inches. Shows Territory extending from the 40th to the 53rd degree of North Latitude.
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