THE DAILY EXAMINER

MARCH 9, 1898.

THE BELFAST-MURRAY HARBOUR RAILWAY.

The people of Belfast and Murray Harbor were for many years extremely patient with their Liberal representatives. Sir Louis Davies sat in Parliament year after year for many years and never said a word about the railway required by his constituents. After Senator Ferguson obtained a seat in the Government and Mr. Martin was elected to Parliament, the matter assumed a new aspect. Vigorous representations were made by Messrs McDonald and Martin and others with such effect that the Government stands committed to the work and compelled to deal with it. But how are they dealing with it? A few days ago Mr. Martin rose in his place in Parliament and asked the following questions:

"1. Has the survey for the proposed railway from Southport to Belfast and Murray Harbour, in Prince Edward Island, been completed?

"2. Has the survey been merely preliminary, or has any part of the said line been located?

"3. Has the Government an estimate of the cost of the proposed road? If so, what is the estimated cost per mile, and what is the length of the proposed line?

"4. Has the Government decided to proceed with the construction of the said road next spring? If so will tenders be called for?

"5. Has the survey for the proposed bridge across the Hillsborough, in Prince Edward Island, been completed?

"6, If so, has any estimate been prepared?

"7. Has the Government decided to proceed with the immediate construction of the bridge? If not, why not?

We clip from Hansard the following reply of Hon. Mr. Blair, on behalf of the Government.

"The Minister of Railways and Canals (Mr. Blair.) The survey for the proposed railway from Southport to Belfast and Murray Harbor has been completed. The survey was a close preliminary one, from which location has been made on paper, but no permanent location has been yet determined on. The estimated cost of the proposed railway is about $9,600 per mile. The length of the proposed line is about 49 miles. It has not been decided when the construction will be proceeded with. The survey for the proposed bridge across the Hillsborough, in Prince Edward Island has been completed, with the exception of a few test borings, which are now being made. An approximate estimate of the cost has been made, and it has not been decided when the construction of the bridge will be proceeded with. Negotiations are now pending with the local government as to the proportion of the cost they are prepared to assume."

There is nothing definite or satisfactory about this answer. Nothing seems to have been decided about the matter. The route has not yet been selected; it has not been decided when the construction will be proceeded with; and while the government is coming down this session with a million and a half for the Trent Valley Canal, there seems to be hesitancy and a grudge about entering upon an expenditure of less than $500,000 for the benefit of the people of Belfast who stood by Sir Louis so long and so faithfully and who so greatly need the facilities which a railway affords. The Patriot says, apologetically, that "the government may yet come to a decision to go on with the work in the spring," and hopes "to see the work begin before many months." We hope that The Patriot speaks upon authority and that the remarkable lethargy of the Minister of Railways in regard to the construction of the Belfast-Murray Harbor railway will be overcome.

THE PREMIER'S HONOUR.

The Premier's reputation has suffered greatly by reason of his refusal to perform his promise to bring down to the House of Commons his dispatch to Lord Strathcona as to the standing of Mr. Hamilton Smith whose financial standing and character was in question. The excuse that the despatch was private and confidential cannot be received, because the answer to it which was equally private and confidential was published to the world. It seems clear that there was something in the despatch which Sir Wilfrid particularly desired to hide. If it were not so he would never have openly and before Parliament broken his pledged word to bring the despatch down. When asked by Sir Charles Tupper whether he considered this an honourable thing to do he angrily replied. "I am the guardian of my own honour." This remark was loudly cheered by his supporters, who seemed to be satisfied with the manner in which their leader guards his honour. Apparently as the correspondent of the St. John Sun has remarked, "it is a good thing that Sir Wilfrid Laurier guards his own honour, for with his bad habit of breaking his word it would be hard to find any other person to undertake the contract."

THE AGRICULTURAL MEETINGS.

The tour of Messrs. Robertson, Blair, and Pethick seems to have been sadly mismanaged in so far as this Province is concerned. These gentlemen are rushing through the land as though the Department of Agriculture hadn't money enough at its disposal to pay their hotel expenses. The people have hardly learned that they are here before they are off again. Some of their meetings are held in the middle of the day when farmers are busiest about their ordinary work and when they have no time to sit down quietly and ask questions or talk over the highly important matters brought to their notice by the visitors or obtain practical understanding of these matters. There is besides complaint about the advertising. The advertisements in the papers have been small and unattractive, and seventy-five or fifty cents seems to be too large an amount for the Department of Agriculture to expend upon dodgers or posters. The consequence is that the tour in this Province has proved to be a comparative failure. Few farmers attended the meetings and little interest was shown in the matters discussed.

TAKING IT EASY,

The Provincial government has gone to Ottawa under the wing of the Board of Trade delegation. While it is certain that they will "have a good time," there is no announcement yet concerning the meeting of the Legislature and the public accounts of last year are now, when almost a quarter of this year has gone, a sealed book to the people whom they concern. We have no desire to be disagreeable, and if the honorable gentlemen bring back "that million" we shall have to excuse them. But really the procrastination of our Liberal administraton is not business-like.

THE CONCERT OF LAST EVENING.

A good audience gathered last night at St James' Hall, to hear the closing concert of the Y. M. L. A, series. Needless to say, every one expected a great deal, and no one was disappointed. The instrumental music was especially good, as a glance at the programme will assure anyone. The vocal solos by Miss Forbes, Miss Benoit and Mr. Mitchell were well received. Of Mr. J. H. McDonald it is only necessary to say he was fully up to his record. Very pleasing also were the three quartettes. The readings received great applause. Of such old favorites in this line as Miss McKenzie, Miss Stewart, Mr. Peake, and Mr. Moore, it is hardly necessary to speak. Altogether, the affair made a very pleasing close to the most successful season ever experienced by St James' Y. M. L. A.

—There has been a vacancy in the Senate since the death of Senator Arsenault last fall; it is not yet filled; and the Minister of Justice declares that "no time time has been lost in filling Senate vacancies." Are we to take the members of the Laurier Administration seriously? Is it not enough that while such men as the Hon. David Laird, Sheriff Gaffney, and Mr. B. Rogers are available, Prince Edward Island is deprived a fourth of its representation in the Senate; Must the Ministers also make fun about the matter? One would suppose that from the party point of view the Ministers would see to it that another Senator should be appointed to vote for the Yukon Give-away bill.

—If Sir Wilfrid Laurier should appoint "Joe Martin," the rascally politician who introduced the bill which deprived the Catholics of Manitoba of their chartered rights and precipitated the Manitoba School Difficulty upon Canada to the office of Chief Justice of British Columbia, he will greatly displease his co-religimists throughout the country, disgust all right thinking men and offend the people of the Western Province. We incline to the opinion that Sir Wilfrid wont dare to do it.

—When there is a "rush" to any part of the world—don't go there.

DRUMMOND RAILWAY EXTENSION.

THE FIRST I. C. R. TRAIN ON THE NEW LINE.

An Inauspicious Beginning.

The following account is given by La Presse of Montreal of the despatch of the first Intercolonial train from Montreal by the Drummond Counties route:

This morning about six o'clock the first train of the Canadian railway system, otherwise known as the Intercolonial, left Bonaventure station, the train consisting of Grand Trunk locomotive No. 481, a baggage car and two passenger coaches, the train starting from track No. 6.

The only trouble, however, was that in the passenger cars there were no passengers, and in the baggage car there was no baggage.

About half-past five Joseph Lamar, of Drummondville, appeared at the station to ascertain the hour of departure, and was told that it was six o'clock, and not appearing at train time, the train started under the guidance of Albert Wright, engineer, and Michael Connolly, conductor.

As for the other train of the same system, due in Montreal at 4.30 this morning, it ran off the track near Drummondville, and it took five or six hours to put it back again on the rails.

It, therefore, cannot be justly said that this railway inauguration was a complete success over the entire line.

On board the train a new brakeman, fearing that the only passenger who inquired would not return in time, buttonholed the conductor and said:

"Conductor, it is six o'clock and no passengers yet?" to which the conductor replied: "What about the passenger who inquired?"

"He has not returned."

"Shall I put the lights out conductor?"

"You don't mean it! what about the honor of the train? Do as if the train was crowded."

"I understood."

At each station he could be heard hollering Saint Henri, Lachine, St. Lambert, etc.

"Idiot," yelled the conductor.

"But you told me to act as if the train was crowded."

"I referred to the lights."

"Never mind, conductor, I am getting used in case we shall carry passengers later."

And the train started and whistled and made a great noise throwing fire through its nose, rending space, not carrying any passengers, it is true, but very near getting one.

MR. CLARKIN'S "IF"

Sir,—In tonight's paper "A School Boy" asks me a few questions. If he will kindly give his name I will endeavor to furnish him the information he desires and more that he needs.

J. T. Clarkin.

Ch'town, March 8 h.

DIED.

On Wednesday, the 9th inst., Grace McNevin, aged 28 years, daughter of Nicholas McNevin, Bonshaw.

The Royal is the highest grade baking powder known. Actual tests show it goes one-third further than any other brand.

ROYAL BAKING POWDER CO., NEW YORK.

Two Facts..

A Conclusion and an Inference

——THE FACTS——

1. During the past year when most firms were complaining of small sales and dull times generally, we were busy day by day, often working nights to keep up with our orders.

2. Since January first we have found it necessary to increase our capacity.

THE INEVITABLE CONCLUSION

Our goods must give entire satisfaction.

Mark Wright & Co., Ltd

HOME MAKERS.

PROF. CHISHOLM HONORED.

He Has Been Asked, to Repeat Last Friday's Recital.

(Sackville Post)

We understand that Mr. Chisholm has been presented with a petition, from the University students who attended the public violin recital last Friday evening, requesting the repetition of the excellent program rendered upon that occasion.

We are not surprised that the students in common with many of the towns people are anxious that this program should be repeated, for, from the rendering of the "Romanza" (which by the way is only one of the many of Mr. Chisholm's masterly productions), to the closing number, perhaps no conservatory program ever elicited so much favorable commen t

Mr. Chisholm is to be congratulated upon the honor conferred upon him by the presentation of this petition which speaks well, not only for himself but also his talented pupils.

It might not be out of place to add that the hearty reception which this program received evinced the fact that even those who have not the higher musical education can appreciate classical music when rendered as it was at Friday evening's recital.

Want Wall Paper? Moore & McLeod are the Wall Paper men.

Tomorrow's Needs

are what you are interested in It may be a pair of rubbers, perhaps you want boots too. We have lots of boots in now.

Our **Rubbers** Wear

They are cheap insurance for your health . . . . .

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Are you carrying enough? A fire may happen at any time—generally when you least expect it. A policy in one of these good stock Companirs, I represent will protect you from all loss.

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ST. PATRICK'S DAY
1825 1898

The Benevolent Irish Society of Charlottetown will celebrate St. Patrick's Day

On Thursday, March 17th

By the usual Parade and Church Service in the morning.

In the Evening at the

Opera - House.

Will be presented by a talented Dramatic Club, the beautiful five-act play,

"REVENGE"

—OR—

"FORCED TO THE WAR."

The scenes of this drama were laid in the borders of Canada and the United States during the civil war of 1863-64, and are replete with thrilling adventures and laughable incidents, and interspersed with songs, music, dance and tableaux.

2--Hours of Solid Enjoyment--2

Don't miss it. Make no other engagement for that night.

Vinnicombe's Orchestra in attendance.

Tickets on sale Friday Morning, March 11th, at the following places: Balcony at Rankin's Drug Store, Orchestra at Dodd's Drug Store, Admission tickets at Reddin Bros. and McMillan and Hornsby's.

TICKETS 25c, 35c & 50c.

THOS. DRISCOLL, Secretary.

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Read Our Offer,

If your credit is good come and share in the barg with cash buyers

Reductions that reduce on Lace Curtains—new stock 1878.

The .50 kind marked	.35	The .80 kind marked	
The 1.00 kind marked	.80	The 1.10 kind marked	
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The $4, $5 and $6 kind marked down to meet all cut prices. All we ask is compare ours with any cut prices.

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49 prs light and drk. brown 7 stud lacing glove,	$1.25, for $
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11 prs light and dark tan, 4 clasp gloves,	$1 05 for 7
18 prs black Monsqua gloves,	$1.50 for $1.2
21 prs black 7 stud lacing gloves,	$1.25 for 95
25 prs 7 stud lacing black gloves,	$1.25 for 95
13 pairs 4 clasp black gloves,	$1.00 for 78
21 pairs 5 stud lacing gloves,	95c for 65
13 prs 4 buttoned black gloves,	75c for 59
29 prs 4 buttoned black gloves,	$1.10 for 75
17 prs 7 stud lacing gloves	$1.00 for 75
25 prs cream, heliotrope and tan tipped gloves,	$1.20 for 95
One lot of mixed goods,	95c for 75
Musquotare style,	$1.20 for 95

A few pairs long gloves for every wear, slightly soiled, at a big reduction.

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