

**THE DAILY EXAMINER**

MARCH 22, 1898.

CREDIT CLAIMED WHERE CREDIT IS NOT DUE!

The powers of Government boodle are appealed to on behalf of the candidature of Mr. Bernard McLellan; and the Patriot proceeds to take credit for the improvement in trade and the increase of revenue. The Liberals are, in this regard, in the position of those who reap where they have not sown. It was the Liberal-Conservative Government—the Government led by Sir John McDonald and Sir Charles Tupper—which opened up the great prairie, and the immense coal and gold mines and lumber regions of the Northwest and placed within reach of the people of Canada the means of attracting and developing trade. With the return of prosperous times in Great Britain and the States, Canada has thus been enabled to take advantage of the situation to increase her trade and add to her revenues. The present Government only didn't do that which they threatened to do—they didn't destroy the National Policy, and so the prosperity of the country has been maintained. The impetus given by the Liberal-Conservative Government is still carrying the country forward. But what are the Liberals doing? Giving away to a private corporation four millions of the best mining lands in the world, creating a monopoly whose power will be forever exerted against every free and independent prospector and miner who may go into the Yukon country, all for the sake of a little tramway. This is the party of which Mr. Bernard McLellan is put forward as the champion to prevent Mr. Hackett from returning to his seat in the House of Commons.

**WINTER COMMUNICATION.**

The people of Prince Edward Island will be glad to learn, by the clipping which we make from Hansard, in another column, that the indefatigable member for East Queen's (Mr. Martin) is keeping the pure minds of the Government and their majority in the House of Commons stirred up to the question of winter communication between this Province and the Mainland. This is a question about which questions may well be asked in view of the Government's obligations, with regard to its great importance to Prince Edward Island, and the facts of the case. We are therefore the more surprised to note the carping spirit in which Mr. Martin's questions were received by Sir Louis Davies. Sir Louis objected to the statement of facts, undoubted facts, in regard to the winter service and the use of such hard words as "oppressive" and "extortionate" in connection with the rates charged for passage and baggage by the Capes route. As compared with the rates paid by passengers in other parts of Canada these rates certainly are "oppressive" and "extortionate," and Mr. Martin certainly is well representing the interests of the people of this Province when he asks for an abatement. Sir Louis, it will be observed, avoids the question about the Petrel—that was a home thrust on the part of Mr. Martin—and slips over the other questions in such a general and perfunctory way that one would really think that neither he nor the Government had any interest in the matter.

**WHAT THE SENATE WILL DO**

In the course of an able article concerning the probable action of the Senate on the Yukon Tramway bill the Montreal Star says:

"We believe that those who expect the Senate to contemptuously throw out the Yukon Bill from partisan motives, and those who expect it to swallow the bill through cowardice or from interested motives, will be equally disappointed. The Upper House is not inferior to the Lower House in average intelligence, and is superior in experience. Admitting the possibility of, but not the existence of, a few exceptions in its membership, the honor of the Upper House is unimpeachable. Nor are we afraid that it will be found lacking in courage.

"The Senators are called upon to deal with a matter of the greatest national importance. The passing of the Yukon Railway Bill in its present shape means more than the ratification of an extravagant and bad bargain; it means the adoption for all time of a policy which will hinder the legitimate development of the Canadian gold industry, which will prevent the Dominion treasury from ever getting its fair tribute from this great mineral wealth, and, by no means least will strike a death-blow at Canadian trade supremacy in the Canadian Yukon."

We agree with the Star in the belief that the Senate will deal with this matter in a statesmanlike way, and with reference to the interests of Canada, apart altogether from party.

New pianos opening out at Fletcher's Piano Warerooms—Opera House Building.

**WINTER COMMUNICATION.**

Prince Edward Island and Mainland.  
(From Hansard.)

Mr. Martin asked,—

1. Does the Government propose to take any steps to improve the winter communication between the province of Prince Edward Island and the mainland of Canada?

2. If so, what are those improvements, and if the Government intend, without further delay, to place a second steamer on the Georgetown-Pictou winter route?

3. Has any contract been given, or does the Government intend to ask for tenders, for the building of a suitable winter boat, and when?

4. Has the Government, after their experience with the steamship "Petrel," in the winter of 1896-97, abandoned the scheme of placing a steamer on Cape Traverse and Cape Tormentine ice route?

5. If so, have the observations made by the officers of the steamship "Petrel," referred to in page 21 of last year's report of the Honorable the Minister of Marine and Fisheries, been of such a definite character as to lead them to that conclusion?

6. Has the Government considered the present oppressive rate of 3s. per pound for baggage (in excess of thirty pounds) over the Cape Traverse winter route?

7. If so, do they propose to decrease that exorbitant rate in the public interest?

8. Is the Government aware that passengers are required to pay a minimum of \$2 over that short distance of nine miles, besides being compelled to perform the arduous labour of pulling the Government boats containing Her Majesty's mails over ice and lolly?

9. Does the Government propose to remedy this grievance?

10. Has the Government had under consideration the terms of union between Prince Edward Island and Canada, that provide that the province of Prince Edward Island shall be connected with the Intercolonial Railway, and the railway system of the Dominion, and that the rate for passengers between the province and the mainland of Canada should not exceed the rate per mile on the Intercolonial or the railway system of Canada?

11. If so, does the Government intend to take steps to reduce the rate of passengers on the steamer "Stanley" to the same mileage rate as prevails on the Intercolonial Railway?

The Minister of Marine and Fisheries (Sir Louis Davies).—I desire to call your attention, Mr. Speaker, and the attention of the hon. gentleman (Mr. Martin) to the fact that the form of this question very flagrantly transgresses the rules of the House. It is argumentative and states facts, instead of asking for information.

Mr. Foster.—Do you not like facts?

The Minister of Marine and Fisheries.—When one is asked to answer a question he does not like to have certain things set out as outrageous, and all that sort of thing.

Mr. Martin I did not say "outrageous"; I said oppressive; outrageous is the Hon. Gentleman's own vagrant word.

The Minister of Marine and Fisheries. I shall answer the hon. gentleman's question as best I can.

Mr. Speaker. Before the Minister answers the question, I wish to say that it occurred to me that the words "oppressive and exorbitant rates," characterizing certain matters about which information is sought, are not quite in order. Hon. gentlemen will remember that in asking a question, they cannot use any argumentive language, nor can they even attack the Government in putting such a question, no matter how strongly they may feel on the subject.

The Minister of Marine and Fisheries. I do not object to answer the question, but I merely wish to call attention to the irregularity of it. Winter communication between Prince Edward Island and the mainland is at present maintained by the ice-beat service at the Capes and the SS "Stanley" between Georgetown and Pictou.

The Government are now considering representations made to them by the member for East Prince and by the Charlotte-town Board of Trade and a deputation from Summerside as to the necessity for a second winter boat. The particular route which a second steamer should be placed on in case the Government decides to obtain such steamer has not been determined, but no decision adverse to the Cape Traverse and Cape Tormentine route has been reached. No representations have been made to the present Government that

the existing baggage rates over Cape Traverse winter routes are excessive. The Government is aware of the minimum rate paid by passengers over the route. It is the same rate which has existed for years past. The Government is not aware that the terms of union between Prince Edward Island and Canada provide for the rate to be charged for passengers. The rate was reduced last winter by the present Minister of Marine and Fisheries to the amount charged by the summer boats between Charlottetown and Pictou.

**NOTES AND COMMENTS.**

—Our Provincial government delegates are on their way home. But they haven't got that million!

—The notable event of to-day, (March 22nd,) was the arrival of the Steamship Stanley. Thousands of citizens welcomed her, her commander, officers and crew.

—It is about time that the French Canadians of this Province struck against Liberal domination, seeing that not "one" of them is deemed by the government to be fit to take a seat in the Senate.

—It appears that Mr. Yeo is first to hold West Prince for Sir Louis, than to resign and see another Liberal elected for East Prince and then to take his seat in the Senate. This is the plan of campaign.

—A London despatch to The New York Sun says: General Ferrero, the Italian ambassador, had a long interview with Sir Thomas Sanderson, permanent Secretary of the foreign office, with the object of ascertaining the views of the British government on arbitration of the trouble between Spain and the United States. Italy suggests that the question as to how the Maine was destroyed should be submitted to an international commission to be composed of naval experts appointed each by England, France, Germany, Russia, Austria and Italy, the seventh commissioner to be a naval commandant of high rank, to be nominated by Holland, Denmark or Belgium. According to the Sun's informant, Sir Thomas Sanderson received the idea with anything but enthusiasm.

—Malpeque has been waked up. But his moral sense seems to be still dull and his wits wool gathering. It is quite true that the Prince of Wales College bill passed last year may be repealed. The Legislature can do almost anything. The Legislature of Manitoba repealed the school laws of that Province and the Legislature of P. E. Island can repeal the College Building bill and scoop the students fees. But would it be right to do so? That is the question which moral and responsible people will ask themselves. In view of the fact that it has been proved that the fees will pay for the building, we do not think there is any necessity or excuse for breaking faith with those who paid the fees on the understanding that a new College would be built. The information that we desired two years ago has been obtained and the fact that in so far as a new college building is concerned no additional burden will be imposed upon our taxpayers has been fully demonstrated. Consequently Malpeque's gentle intimation that we have abandoned the "truth" in this regard is not warranted.

RETURN VISIT.—A very pleasant time was spent in the Division Room last evening on the occasion of a fraternal visit from Reform Division, Little York, to Victoria Division. About thirty visitors were present. The address of welcome was given by J. J. Chappell, P. G. W. P., and responded to by Brother I. Brown, W. P. of Reform Division. The recitations and singing were above the average. After partaking of refreshments the Division closed all feeling that—  
"No happier meeting earth can see  
Than where the joys are proved  
Of Temperance and Purity  
Fidelity and Love."

Boston, March 21.—Gen. Montgomery Moore, commander-in-chief of Her Majesty's troops in North America, accompanied by Mrs. Moore, Miss Moore and his aide-de-camp, Captain Colborn, arrived in Boston yesterday from Halifax. He said to an Associated Press reporter: "I am on my way to Washington to pay a visit to the British ambassador. There is no political significance to be attached to my visit. Of course it may seem to come that it is strange that I should visit him just at this time, when the shadow of war seems to be over the United States, but it is only a coincidence."

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**ESTEEMED EXCHANGES.**

Montreal Star: The Premier is developing a tendency to lead Parliament from the rear. On the Sabbath observance question he makes it clear that he is an unwilling follower of the late Sir John Thompson; and when it comes to the insolvency problem he invites the House, both parties all parties, or any party, to take the lead. It is suspected that in his political I O U policy, he is a follower of the illustrious Wilkins Micawber.

St. John Sun: Singing God Save the Queen and cheering the Union Jack is a new departure for theatre audiences in New York. It is the result of the friendly attitude of the British government and British people towards the United States in its present critical relations with Spain. Lovers of peace and good will on both sides of the line will hail with joy this indication, slight though it may be, that the day is coming when the two great English speaking nations, putting the dead past behind them, will stand side by side for all that tends to the peace and prosperity of the world.

Montreal Star: The Americans have builded better for us than they anticipated with their McKinley and Dingley tariffs. It is safe to say, now that so ardent an advocate of unlimited reciprocity as Mr. Charlton has come over, that they have pulverized and dissipated the reciprocity-at-any-price party which once perplexed the councils and imperilled the safety of this country. We were told that we could not stand a commercial war with the United States. We were assured that the final effect of the McKinley bill must be the starvation and death of our farming community. But the McKinley tariff did its worst; and after a lucid interval, the Dingley bill was conceived for the purpose of doing still worse; and yet our agricultural community prospered, winning a new hold on the British market where it is assured of a permanent welcome.

New Bedford, Mass., 21.—The decision of the manufacturers given Saturday leaves the great cotton strike where it was before and at the beginning of the tenth week. The end can be predicted with no more certainty than at the beginning of the first week. The sentiment of the more prominent unionists as expressed today is in favor of continuing the fight indefinitely.

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THE QUEEN'S,  
TORONTO, Feby. 22nd, 1897

TO WHOM IT MAY CONCERN:

In connection with my visit to Canada as Pianist to Madame Albani, I have had occasion to observe various makes of pianos, and have been much impressed with the advances which are being made in the art of piano construction in this young and flourishing country. One of the most recent instruments to arrest my attention—and I might say one of the best—is the well known "Bell" Piano. Its tone is admirable throughout, and the touch firm and responsive—just what we musicians like—in fact, an excellent piano in every respect. The new Orchestral Attachment (which I understand can be obtained on "Bell" pianos only) is also an excellent feature, and one which will doubtless excite interest with all classes. I do not hesitate to say that I consider the "Bell" piano a good, honest instrument, and so recommend it to any intending purchaser.

(Sgd.) ARMANDO SEPPILLI.

(Conductor, Royal Italian Opera, Covent Garden.)  
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