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- A Thought—(a poem) by M. P. James
- Notes and Queries, etc.

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THE DAILY EXAMINER

OCTOBER 10, 1899.

A BUNGLED QUESTION.

For public information we publish, today, the act of the last session regarding the Belfast Railway and Bridge;—and by way of contrast the Bill prepared in 1896 by the Conservative Government for the construction of railway branches in Prince Edward Island. It is true that the Bill of 1896 was not passed;—but that is well known to have been due to Grit obstruction. Sir Louis Davies and his friends took advantage of the fact that Parliament was nearing its end; and, to use his own elegant words in his Market Hall speech on May 2nd, 1896, "they took the government by the throat" and prevented the passage of Government measures. Nevertheless the resolutions of which Mr Haggart gave notice on that occasion embodied,—as stated by Sir Charles Tupper, in Charlottetown, during the campaign of 1896—the settled policy of the Liberal-Conservative party. That policy is still unchanged, as shown by the clear and manly expressions of Sir McKenzie Bowell, Mr. Foster and Mr. Haggart on the floor of Parliament during the late session.

Even in regard to the Southern Railway, with which the Government is now trifling, their plan is weak and insufficient. There is no provision for a cross line from (say) Wood Islands or Belle River to the present railway touching at or near Montague Bridge. This is a radical defect. It not only renders it next to impossible to reach important points which should undoubtedly be touched by the system, but it leaves the whole southern country without connection with the winter steam service at Georgetown.

Sir Louis Davies' attitude towards the Southern Railway shows that lamentable want of purpose or backbone which everyone now recognizes as the most prominent feature of his character. In 1890 he advocated in Parliament a cross branch from Peake's Station to the Wood Islands as sufficient to meet the needs of Belfast and Murray Harbor. In 1895 he explained that his scheme of 1890 was to save the expense of a bridge at Charlottetown, but added that he would hereafter support a line running north and south. After allowing three sessions to pass without any action on his part, the act of last session was put through Parliament with the evident purpose of effecting the general elections then determined on. That act drops the cross line, and puts the bridge in the foreground. But notwithstanding this, the Minister of Railways stated in the Commons that it was not intended to proceed immediately with the bridge.

The whole question is bungled by the half-hearted and insufficient treatment of the question by the present Government. The cross line is dropped. The branches to New London and other points on the northern side of the Province as well as those to Elmira, West Cape and Crapaud are thrown aside without any consideration. The bridge is hung up as a spectre to scare Parliament without any intention to build it. To crown all this deception and imbecility, we have the nefarious canvas for votes now going on at Vernon River, Belle River, Murray Harbor road, and other places on the ground that the railway will be located according to the support the Government will receive in the several localities at the coming election. If the people are wise, they will demand positive location of the line before they vote. It is not likely that the present Government or their candidates will have much to say regarding the location if it is deferred until after the election.

School Girls' Nerves

Many a pale, weak school girl, suffering the evil effects of an exhausted nervous system, and thin, watery blood, has been fully restored to the vigor and buoyancy of robust health, by using A. W. Chase's Nerve Food. The beautiful glow on the cheek and the brightness in the eye tell of the building up process which is taken place in the body.

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P.E.I. BRANCH RAILWAYS.

THE CONSERVATIVE'S BILL.

An Act Relating to Railways in Prince Edward Island:

Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:

1. The Minister of Railways and Canals may locate, construct, equip and work in Prince Edward Island the following lines of railway, extensions or branch lines:

(a) From Southport to Murray Harbor South, with a cross line connecting with the Prince Edward Island Railway, between Peake's and Cardigan Stations, touching at or near Montague Bridge;

(b) From Souris to Harmony Station to Elmira;

(c) From a point between Royalty Junction and York Stations to Covehead, and thence to Oyster Bed Bridge;

(d) From Emerald Junction to Stanley Bridge, touching at or near Clifton;

(e) From Summerside to Richmond Bay;

(f) From some point at or near O'Leary Station, to some point on the western coast, between Brae and Cape Wolfe;

(g) From Forth Wiltshire to Victoria;

2. The said lines of railway, extensions or branch lines shall be part of the Prince Edward Island Railway.

3. For the purposes aforesaid, the said Minister and those acting under him shall have, and may exercise all the powers vested in them with respect to railways to which the Government Railways Act applies, all the provisions of which Act shall extend and apply to the lines, extensions and branches in the first section mentioned, which shall be held to be constructed and worked under this said Act.

THE LIBERAL'S BILL.

An act to authorize the construction of a branch railway from Charlottetown to Murray harbor, as a public work:

Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:

1. The Minister of Railways and Canals may construct a railway from a point on the Prince Edward Island railway at or near Charlottetown, to a point on or near Murray Harbor, as a public work; and the Government Railway Act shall apply to such railway, and the location and all other incidents of the work shall be determined by the Governor in Council.

2. The Minister of Railways and Canals may enter into an agreement with the Government of Prince Edward Island, providing that the bridge to be constructed over the Hillsborough River shall be so constructed as to be adapted and suitable as well for the purposes of a public highway as for the purposes of a railway; and before entering into any contract for the construction of such bridge the Government of Prince Edward Island shall undertake and agree to contribute the sum of twelve thousand dollars a year as its share of the cost of the construction of such bridge, which contribution shall be deducted half yearly from the subsidies and allowances payable to the said province; and the Minister of Railways and Canals may, in such agreement with the Government of the said province, provide for the regulation and control of the said bridge and of the highway traffic thereon.

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