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## OUR WINTER MAIL SERVICE

Brought up in the House of Commons

MARTIN, BELL, & DONALD, M'LELLAN, SIR LOUIS DAVIES

And Other Members of the House Join in the Discussion

[SPECIAL TO THE EXAMINER]

OTTAWA, May 16.—In the House of Commons Mr. Martin moved for papers regarding the mail service between New Brunswick and P. E. Island.

In doing so Mr. Martin said that the winter mail communication had never been satisfactory, but now it was worse than ever.

Mr. Mulock, for the purpose of saving a few dollars, had taken the service from the Cape Tormentine railway and made a contract to carry the mails by team. The result was that connections were seldom made, but sometimes a three days delay took place in carrying the mails from Aulac to Tormentine, a distance of 36 miles. Sometimes the mails were left along the road in barns and other dumping places.

Mr. Martin said that the service has been degraded and that the whole province has been humbugged.

Mr. Bell followed, claiming that the Island mail service was never so satisfactory as it is now, but he thought the Government should arrange to send a special train to make mail connection between Cape Tormentine and Sackville.

Mr. McLellan, P. E. Island, said that when the present Postmaster-General took office the summer mail had been satisfactory, but last winter's service was not satisfactory. No team service could have been satisfactory.

He held that the Island was entitled to a regular special railway train service.

Mr. A. C. McDonald, P. E. Island, congratulated Mr. Martin on his statement of the case and commended Bell and McLellan for joining in a protest against the degradation of the mail service.

The course adopted by the Postmaster-General was the shabbiest thing he ever heard of, and for the outgoing mails last winter's service was the worst on record. He was glad that a new boat was to be employed in the winter service, but was not yet convinced that it would be possible to establish steamship connection from the western end of the Island in winter. The route from Georgetown to Picton would, he thought, be always the best winter steamship route; but the mails should be sent to Cape Tormentine by special train.

Sir Louis Davies said that under the old arrangement the Cape Tormentine mail service was not so good as the present system. He agreed that there should be a special train, but the owners of the line claimed too high a price for such service.

Sir Louis Davies intimated that the railway company might properly be deprived of the contract for carrying local mail unless it would change its time table and terms to meet the needs of the post office service.

Sir Louis Davies added that he was having a survey made to ascertain whether a steamship could be run by the Cape Tormentine route in winter.

Mr. Powell spoke of the inconvenience and delay by the stage system which caused more delay in the west bound mails than that hastened east bound mails for Charlottetown and eastern parts of the Island.

The change was made on the eve of the New Brunswick local election because the directors of the Cape Tormentine Railway were Liberal-Conservatives and for the benefit of a Westmorland family.

To serve the purpose of this Sackville man the mails were carried from Cape Tormentine to Sackville instead of to Aulac, give four miles extra haul and causing the mails to miss the trains.

Mr. Powell declared that the railway company's price demanded for a special train was lower than the Government paid for a similar service anywhere in Canada, and not higher than the Postmaster General paid to the Government's own railway in Prince Edward Island.

## Fads in the Schools.

OTTAWA, May 13.—At the opening session of the Ottawa Teachers' Association, on Friday, in the Normal School, President James Thorne, in delivering his address, made a suggestion that there was at present an overcrowding of studies on the programme of the public schools. He intimated that too much time was devoted to such subjects as grammar, especially in the lower classes, arithmetic and history, while, literature, drawing, physical culture, etc., were neglected. Every one who has a fad nowadays wants it introduced into the public schools. He also was of the opinion that the standard of 33 1-3 per cent. for pass examinations tended to lead to inaccuracies and that the examinations were made too much an end rather than a means, and pupils crammed to pass the examinations rather than to attain knowledge.

## Civilization in the Soudan.

LONDON, May 13.—Yesterday's news in the Time states that over 200 dervishes have surrendered in the Soudan. This emphasizes the fact that the Soudan is rapidly becoming civilized. Lord Lovat, travelling on a scientific and pleasure expedition through Abyssinia, has reached a point fifty miles from the Egyptian outpost on the Blue Nile, and is waiting for the Sirdar's authority to get the party through. In a few days he will be on his way to Khartoum. Thus an English pleasure party can travel through the Soudan where only a year ago no European could pass.

## The Pacific Cable.

VICTORIA, B. C., May 13.—Commander Smith, of her Majesty's survey ship Egret, now attached to the Pacific Squadron at Esquimalt, has received orders from London to prepare for the survey of the route for the Pacific cable from Victoria to Sydney, via Fanning and Fiji Islands and New Zealand.

This is taken to mean either that the Imperial Government recedes from its former position on the cable proposals or accepts the offer of British Columbia's Government to contribute \$1,000,000 towards the cost.

## Turkish Insurrection Grows.

ADEN, May 13.—The insurrection in Yemen is gaining ground. The Turkish commander, Abdulah Pasha, has been forced to retreat on Sana, after having sustained great losses of men from Arab night attacks, desertion and famine. His force has been utterly demoralized.

## The Combine in England.

LONDON, May 14.—A combination of Bradford wool-combers has been formed, with the object of putting a stop to the cutting of prices. It is rumoured that a combination has been arranged, comprising all of the British firms in the wall paper trade, with a capital said to reach millions of pounds.

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## BRITISH MOVE AGAINST CHINESE.

An Expedition Has Left Hong Kong.

TO ADVANCE ON THE CHINESE REBELS AT TAIPO.

The Chinese Causing Trouble in the Newly Ceded Territory.

[SPECIAL TO THE EXAMINER.]

HONG KONG, May 16.—1350 infantry soldiers, artillerymen, engineers and five hundred marines have gone to the Kowloon hinterland.

The greatest secrecy is observed as to the plans of the British authorities, and nothing is definitely known regarding the actual destination of the troops but it seems evident that two detachments of troops will advance on Taipo Fu and cut off the rebels and drive them from the ceded territory.

The gun vessels engaged in the operation have been provisioned for eight days. The troops are patrolling the European quarters of Kowloon. It is reported that Chinese rebels from Tung Kuog invaded British Territory yesterday evening and that two armed gangs robbed the city of Kowloon. Hong Kong itself is quiet.

## IN THE PHILIPPINES.

British Property to be Safeguarded.

LONDON, May 13.—In the House of Commons yesterday Right Hon. William St. John Broderick, Parliament Secretary of the Foreign Office, replying to a question by Captain John St. Clair, Radical member for Portfarshire, relative to destruction of British property by the bombardment of Iloilo, said that the Government had no information with regard to the intention of the United States to compensate traders. "The question of these claims," the speaker said "is under consideration by the British Government, and will not be lost sight of."

## Out With the Jews.

ST. PETERSBURG, May 14.—The Government has forbidden Jews to reside in the city. Several French Jews are among those who will be compelled to leave.



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is that great stimulating tonic—fine old port wine and Peruvian Bark in proportions prescribed by the French and English Pharmacopoeias.

Wilson's Invalids' Port . . .

Its prompt beneficial effect places the question of its efficacy beyond peradventure.

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Major Marchand is Safe.

PARIS, May 15.—A despatch has been received at the Colonial Office from the Governor of Jibuti saying that there is no foundation for the alarmist rumours concerning Major Marchand, M. Culaun, Minister of the Colonies, received a telegram from Marchand, which was sent from Harrar at the end of April, predicting the arrival of his mission on May 20.

## Coal Production of 1898.

LONDON, May 15.—The official returns of the coal production for last year show that Great Britain produced 202,130,000 tons, the United States 178,769,000, and Germany 91,055,000. The values by the ton at the pits' mouth were respectively 3s 4d, 4s 7 1-2d, and 7s 1 1-2d.

## Filling Up With Galicians.

MONTREAL, May 15.—About 1,500 more Galicians have been added to the Galician colony in the North-West during the past two days. There are more coming, so that it is anticipated that before the summer is through there will be fully 10,000 Galicians in the country.

## Things to Make a Note of.

The Women's Auxiliary Missions of the Church of England in Prince Edward Island will hold their annual meetings in Charlottetown, on Wednesday, with the following services:—Holy Communion in St. Peter's Church at 7 45 a. m.; Public meeting in St. Paul's school-room at 3.30 p. m.; Annual service and sermon in St. Paul's church at 7.30 p. m. All are cordially invited.

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## PEAS

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The P. E. Island Magazine is out, and on sale at the usual places.