

THE DAILY EXAMINER

MAY 27, 1898.

NOT LIKELY.

The news of to-day is important,—if true. But we greatly doubt its truth. It is possible, of course, that, under the impression that Cervera's fleet was at Santiago de Cuba, the Americans concentrated the greater number of their vessels there under Schley, and that Sampson was left with only a few vessels to be pounced upon by the Spaniards at large upon the sea. But it is hardly probable that Admiral Sampson has been so caught, and the public will do well to take the news that the ships under Sampson's command have all been sunk, and Sampson killed, with a gain of salt—at least until it has been confirmed. The news, we may say, came from a source that is usually reliable.

P. E. ISLAND'S CLAIMS.

A perusal of the recent speech of Mr. Martin, M. P., as reported in Hansard, shows that it was very able and convincing. After dealing with some of the misstatements of Sir Louis Davies and the Hon. W. Scott, Mr. Martin proceeds to correct an error propagated by the Dominion Government. In this regard he says:

I wish to read to the House a statement of the reasons given by the Dominion Statistician for the policy which the Government adopted in the year 1883, of subsidizing railways which are not of interprovincial importance or railways not connecting two or more provinces. The Dominion Statistician says:

"Owing to the danger to provincial finances consequent on pressure upon the provincial governments for aid for local railways, (within the Province) the Dominion Government, in 1883, determined to change their policy, which up to that time had been to give aid only to those lines which ran through more provinces than one. The change of attitude was necessary. Railways had to be built. The Provincial Governments could not build them without running into debt. This compelled them to make application to the Federal Parliament for enlarged financial arrangements, a proceeding which, in the interest of the system of government adopted in Canada, was calculated to deprive the Provincial Governments of that independence of the federal authority which it is deemed advisable should ever be maintained."

"This was the object of the Government, when in 1883 they began large expenditures on railways which were only of local importance, and railways with regard to which the province of Prince Edward Island has hitherto received no aid or benefit. That policy did not relieve the people of Prince Edward Island in building railways, because the railway expenditure in Prince Edward Island was made by that province previous to that year. But, Sir, it did relieve the province of Ontario and the province of Quebec and the province of Nova Scotia and the province of New Brunswick and every other province in the Dominion, except Prince Edward Island. Before that policy is now reversed it should also be applied to Prince Edward Island. I find in the report of the Minister of Railways for the year 1878, a statement which has been the means of misleading the public mind in regard to railway expenditures in Prince Edward Island ever since that time. By reference to Sessional Papers No. 23 to 146, of 1878 I find the following railway statistics, aid from:—

Dom. Govt. for railways	\$65,939,900 51
Ontario for railways	2,229,639 02
Quebec for railways	8,573,613 27
New Brunswick for railways	2,730,000 00
Nova Scotia for railways	818,750 00
Municipalities for railways	7,221,579 00
Total	\$87,456,481 80

This is laid down to be the aid from the Dominion Government, from the provinces and municipalities up to June 30, 1878.

"Now, Sir, I think I am within the bounds of truth in stating that this extract was the means of perpetrating an injustice against Prince Edward Island, an injustice which has worked its injury to the province up to the present day. I have read from the terms of union, where the sum of over \$3,000,000 was charged against Prince Edward Island for railways, but here are these railway statistics for 1878, which say that not a dollar was paid by Prince Edward Island. I want to call the attention of the House to the fact that this mistake is not of very recent date. I started at least in 1878 under the McKenzie administration, and it has done very serious injury in preventing Prince Edward Island obtaining that share of public works which it ought to have."

Referring to what is being done in Ontario and Quebec towards the extension of railways and canals Mr. Martin said:

"I have a clipping from one of the newspapers, printed at the time of a by-election at Point Levis, which shows how freely the Government is ready to expend money in some cases. When the by-election at Levis was at its height, the Hon. J. Israel Tarte went there to plead for the Liberal Government candidate. He said:

"I give you my word that within a few days the Minister of Railways and myself will come here to discuss with your council about the works which we must execute here. Do you want wharves? Do you want elevators?"

"The report of this meeting in the

newspaper then went on to describe how he entered into a long discussion of the plans of the Government concerning railways and canals which would require an expenditure of \$10,000,000 to \$12,000,000. The only thing, he said, the Government asked for is your support. Which is the best man to represent Levis? I do not know whether he or the Minister of Railways went to Levis as promised, but if they did not go to Levis Levis came to them, and they were ready with their money." That is their usual system, and it is a great pity we had not a by-election in Prince Edward Island, because if we had, no doubt the Minister of Public Works would have gone there, and we should probably have had this railway, for which I plead, under construction. The Government appear to be alarmed by the large expenditure which they proposed to make on canals, and they say that they are going to call a halt in future expenditure on railways. Well, Mr. Speaker, I protest, in the name of the Province from which I come, and which has been overlooked in this matter, against any halt being called, in so far as that Province is concerned. If the Parliament of Canada wishes to do justice, if it wishes to extend fair-play and expend evenly and fairly the money of the country devoted to public works, it will see that Prince Edward Island is given her share of railway expenditure, in proportion to that made in the other Provinces."

Fairminded men everywhere will agree with Mr. Martin in regard to this matter; and we think that the thanks of the people of Prince Edward Island are due to Mr. Martin for his able advocacy of this just cause.

NOTES AND COMMENTS.

—The London Times has been giving a great deal of attention to the origin of the Spanish-American war. It maintains that the United States was justified in urging upon Spain the pacification of Cuba. Up to a certain point the negotiations along this line went on well, Spain offering to give autonomy and the United States expressing satisfaction with the offer, and acknowledging the Herculean task of restoring order. But the Maine suddenly blew up, and this explosion, with the conviction in the United States that it was not accidental, changed all the plans and made war inevitable.

—Sir James David Edgar, Speaker of the House of Commons, of Canada, not long ago wrote the following paragraph clipped from a pamphlet:

"Canadians are sensible enough to place small value upon the Downing street titles and decorations which are now so often offered to our public men. When it is seen that an accumulation of these honors has completely turned Sir John's head, and filled him with a consuming loyalty, and an imperial ardor against national aspirations, it will become more clear than ever that Canadian statesmen should only accept honors which are conferred upon them by the Canadian people."

—In the course of a recent speech at Belleville Sir McKenzie Bowell contrasted the feelings of the past with the feeling now existing between the people of Great Britain and those of the United States through the wise and statesmanlike policy of Lord Salisbury. He said that the flag which he had just flung to the breeze was today revered by the people to the south, and it mingled its folds with those of the Stars and Stripes, proving to the people of the great Republic that the old Mother beyond the sea, though a short estrangement had existed, was ready to rush to the aid of her kinsman in the hour of need, and showing that the cause of liberty and the spread of Christianity was the ruling passion which guided all her actions. In concluding, he expressed the hope that the feeling which now existed would lead to an Anglo-American union lasting in its character.

Montreal Gazette: Judging from the remarks of some leading members, the liquor interests do not propose to worry themselves about the result of the plebiscite, they seem to understand better than the prohibitionists that the plebiscite is one thing and a prohibition law another, and that the one is by no means a necessary consequence of the other.

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HOME MAKERS.

ESTEEMED EXCHANGES.

Mail and Empire: Although Mr Gladstone was at one period of his career associated with statesmen who had little or no use for the colonies, he was himself impressed with the necessity for colonial expansion. It was largely through him that the North West, formerly the Hudson's Bay territory, was added to Canada. When Mr. William Macdougall was in England in 1849 on his mission looking to the acquisition of the North-West, the Hudson's Bay Company was indisposed to transfer the sovereignty and the territory except upon impossible terms. Mr. Gladstone sent for Mr. Macdougall. "This is a question of Empire," he said, "it is a question of Humanity that must be settled, and I will settle it." A formal notice was thereupon served upon the company through Lord Granville, and we secured the North-West. Prior to that the boast had been made that the territory was being Americanized. Mr. Gladstone's intervention stopped this process.

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Senor Balthazar.....Mr. J. F. O'Neill
Carlos, son of Bal.....Mr. A. Peake
Perez } Porters. { Mr. J. O. Arsenault
Sancho } { Mr. H. Dingwell
Pomposo, Sheriff.....Dr. J. F. Maloney
Isabella, daughter of Dr. Miss Annie Hynds

Lucrezia, wife of Dr. Mrs. W. J. G. Rielly
Inez, Isabella's Maid.....Miss Amy Earle
Chorus of Soldiers and Peasants.

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Souris, May 23—10i

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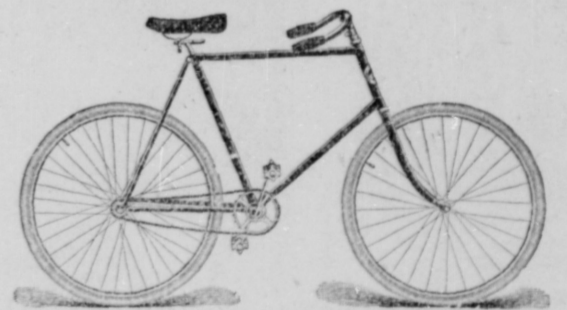
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