

THE DAILY EXAMINER.

MAY 12, 1892.

Public Works

The report of the Minister of Public Works, just received, shows that in the past year repairs were made to Annandale pier, Bay View pier, Belfast pier, Campbell's Cove Breakwater, Cardigan (North) pier, Chapel Point pier, China Point pier, Georgetown pier, Hickey's pier, Hurd's Point pier, Kier's Shore pier, Malpeque Breakwater, Pinette pier, Port Selkirk pier, Pownall pier, Red Point pier, Rustico (North) Breakwater, Rustico (South) pier, St. Mary's pier, Souris Breakwater, Stevens pier, Sturgeon pier and Victoria pier, and that Cascumpee Harbor and Gauthier's Creek were improved by means of the dredge. The total amount spent here, last year, by the department in the repair of piers, public buildings, etc., was about \$20,000.

Bourne Out

The speech of the Minister of Railways—a summary of which was published yesterday—bears out THE EXAMINER'S contention that the P. E. Island Railway is, in the eyes of Parliament and the Government, identified with the Intercolonial Railway system. By raising an outcry against the Government on account of alleged extravagance and all political rascality in relation to the Intercolonial, Mr. Davies was, therefore, laying the ground-work for the policy of cutting down expenditures—taking off trains and dismissing men—on not only the Intercolonial Railway but also on the P. E. Island Railway—the policy which all the Grits here are now so vigorously denouncing! This conclusion is confirmed in a private letter from one of the Ministry to a friend of THE EXAMINER. The Minister declares that the change of policy was due to the "persistent call for retrenchment" on the part of the Liberals—a call which, in view of yearly deficits, was sympathized in by all the Conservatives representing the Upper Provinces. The Minister, in the course of his letter, deprecates the necessity for such action, and hopes for its rectification, but insists that in view of the representations of those who are known as "representatives," there was no other course open to the Administration than the one adopted. In the meantime, some modifications of the obnoxious orders have been secured as a result of the efforts of the members for King's County and our Senators at Ottawa, and we are assured that the Minister of Railways will, at the first opportunity, "come and see for himself." It is, therefore, confidently hoped that the unfortunate error into which the Minister was led by carrying to a logical end in a practical way the arguments of Mr. L. H. Davies and his friends will, in the end, be corrected.

Notes and Comments

The sale was reported in England a few days ago of a sea-load of Canadian two rowed barley which nets 68 cents per bushel to the seller here. There was inquiry for more at the same price of the same grade.

It is a curious fact that during the five years (1880-84) in which Mr. Gladstone last held office he had a war for every year. Transvaal, 1881; Egypt, 1882; Bucharia, 1884; Sudan, 1884; Nile expedition, 1884. And these "peace-at-any-price" wars cost England £20,000,000, Majuba Hill and the life of General Gordon.

Personal

Messes. John Wheatley and A. Hopkins were amongst the passengers for St. John's, Nfld., in the steamer Coban.

We are pleased to learn that William J. McPhail, M. D., son of Mr. W. McPhail, supervisor of the Hospital for the Insane, has been appointed surgeon on Her Majesty's S. S. Gulara.

We are sorry to hear that Michael Trainor, Esq., Pownall Street, is dangerously ill. His son Charles, who was taken to Wyoming, where he is engaged ranching, was called home again last evening.

Mr. W. H. Crosskill, of this city, left yesterday morning to attend the funeral of his father whose death took place at Moncton on Tuesday. The body was taken to Halifax last evening, and the interment will be made at that place this afternoon at three o'clock.

THRESH OUT WELL.—A correspondent of the Farmer writes that Mr. Charles Traverser of Kildare, housed his crop of buckwheat on Christmas Day, threshed it on the 5th inst., and says that he never had a crop of buckwheat turn out better, notwithstanding the fact that it lay in sheaf in the field at the mercy of the elements for upwards of three months.

FOR OVER FIFTY YEARS Mrs. Winslow's Soothing Syrup has been used by millions of mothers for their children while cutting teeth. It relieves the little sufferer at once; it produces natural, quiet sleep by relieving the child from pain, and the little cherub awakes as bright as a button. It is very pleasant to taste. It soothes the child, softens the gums, allays all pain, relieves wind, regulates the bowels, and is the best-known remedy for diarrhoea, whether arising from teething or other causes. Twenty-five cents a bottle. Be sure and ask for "Mrs. Winslow's Soothing Syrup," and take no other kind. 1yr

We have had several cheap lots of goods this season which our buyer was successful in picking up in the old country, but the cheapest lot we received is the job line of tapestries and Brussels carpets. The prices we are quoting on all tapestries are very low. Imagine us giving you a tapestry carpet at 24c, usually sold at \$1.25; and Brussels at 70c worth at least \$1.20; and a beautiful line at 85c, worth \$1.35; and your choice of five Brussels at \$1.16, regular \$1.55 and \$1.50 qualified. Don't fail to attend and get first choice.—James Paton & Co., Market St. 12131

OTTAWA LETTER

The Lobster Fishery Bill.

(Special correspondence of The Examiner.)

On Thursday Mr. Tupper moved the House into committee on his Lobster Act. He spoke at length and explained the measures proposed in the bill regarding the lobster fishery. Mr. Tupper holds in great esteem a report made by Mr. Neilson, of Newfoundland, a fishery expert, and his opinions have influenced the minister very materially in drawing up this bill. Mr. Neilson attaches great importance to the size limit, and he admits that it is impossible to carry out the provisions of the law which requires lobsters under nine inches in length to be restored to the water. Nevertheless, the principle is sound, but the correct size must be attained by regulating the width between the slats in the traps, and this is Mr. Neilson's plan, which has been successfully tried in Newfoundland. At first it was proposed that the slats should be 1 1/2 inches apart, but after trying an experiment, Mr. Tupper has decided that that space was too large, and that 1 1/4 inches was wide enough to stop an 8 inch lobster. As a matter of fact, the law preventing lobsters under nine inches from being taken was more honored in the breach than in the observance—in one factory three hundred lobsters were found only four inches long. And he was also to depart from the 9 inch regulation by a consideration of the evidence as to when a lobster matures. Commander Wakeham, an officer of vast experience, had stated that a lobster under 8 1/2 inches was seldom found capable of reproducing; but, in a recent conversation the minister had with him, Dr. Wakeham expressed the opinion largely to the medium waters with which he was most familiar, and admitted that in Northumberland Strait the size would be smaller. Mr. Wakeham, as a result of experiments made at Percé, concluded that a lobster capable of reproducing would average 8 1/2 inches long, though smaller lobsters were found with eggs. Mr. Neilson's experiments showed that they are seldom found under 8 inches, and in Newfoundland often over 8 inches under. Mr. Ogden had noticed enclosed eggs on lobsters under 8 inches, and on some even under 7 inches. Under the proposed regulations, Mr. Tupper felt satisfied there would not be half so many small lobsters as there are now under the existing regulations. He admitted that it was almost impossible for an honest packer to comply with the present law. In one section of the Island it had been represented to him that even a 1 1/2 inch width, making the size limit 8 inches, would ruin the business so as to make it unprofitable. While he would not make any stipulation he would say to the people of this district, if they would give up 10 days at the end of the present open season, he would recommend the passing of an Order in Council reducing the space to 1 1/4 inch, which, from Ogden's report, would stop lobsters of 7 1/2 inches. Mr. Tupper defended the license system as absolutely necessary in the interests of the honest packer, and of those who wish to put up a uniform administration of the law. The fee was nominal and it was proposed to return good value for it. In the opinion of many packers, the certificate of the officer would be of considerable commercial value; whether it would or not he knew that packers complained that when they obeyed the law and closed their factories, all over the coast little canneries sprung up to their detriment and the injury of the fisheries. With a license system, the police could more effectively exercise control and enforce the regulations.

Mr. McLean said that the bill in its present form was not so objectionable as when first presented to the House. It was, necessarily, however, in the lobster industry to make a distinction between the fishery in the Gulf of St. Lawrence and that on the Atlantic and Newfoundland coasts. He referred to the fact that in the New England States lobsters were taken nearly all the year round, while in the Gulf of St. Lawrence, though we had from last January to 15th July, yet owing to the gulf being frozen over, the active fishing season was from 15th or 20th of May to 15th July, or about 45 days in the year, after deducting stormy days, Sundays and holidays. It was true, to a certain extent, that lobsters are scarcer now than when the factories were first started, but the actual value of the fish taken last year was nearly equal to that of the best season we ever had. In 1883, 1,300,000 cases were packed, valued at \$4,000,000, deducting \$1 for case and cans, the net value of the fish was \$3,000,000; last season 1,000,000 cases were packed—although not so many lobsters were taken. They were worth \$7.50 a case, or \$750,000—deducting for cases and cans, we had \$600,000, the actual value of the lobsters. Commander Gordon and the inspectors admitted that the regulations under the Order in Council were unpracticable. Mr. McLean contended that the actual close season had never been fairly tested on account of the extensions of time which had been granted from one season to another. He would like to see the close season strictly adhered to and extended, if necessary, for the further protection of the industry. Mr. McLean stated that he and Mr. A. C. Macdonald had waited upon Mr. Tupper regarding the traps on the Island coast. In Mr. McLean's opinion what suited the Island could suit all parts of the Gulf of St. Lawrence, excepting a small portion of Northumberland Strait. They had suggested to Mr. Tupper that from Cape Traverse south to Cape Bear and around East Point to the North Cape, the traps be allowed to be 1 1/2 inches between the slats, and in consideration of his extending that concession, they would be willing to shorten the season to 5th July. But as in Egmont Bay and certain parts of the western coast of the Island, the lobsters do not strike in as early on the rest of the coast, they had suggested that from Cape Traverse to North Cape the time be made from 1st May to 15th July. Mr. McLean considered it unfair to compare the Straits of Northumberland and the Gulf of St. Lawrence with the Newfoundland coast or the Atlantic coast, or even the coasts of Great Britain or of Norway and Sweden. The Straits of Northumberland and the Gulf of St. Lawrence are looked upon as the bread-

ing grounds for the lobster, more so than the Atlantic coast or the Newfoundland coast. In proof, he mentioned the fact that five or six years ago, Hon. Daniel Davies, at great expense, removed some lobster factories to the Newfoundland coast, and after four years' fishing he exhausted the plant and replaced it on P. E. Island, and last year in each of his factories he put up sixteen or seventeen hundred cases. On a rocky bottom, as at East Point and North Cape, the lobsters are larger and scarcer than on the level bottom. The Newfoundland coast was of a breeding ground for lobsters owing to the water being too deep; whereas, on the Island coast and at the Magdalen Islands, there was not over eight or ten fathoms of water. Mr. McLean's experience was that in an ordinary season the lobsters do not begin to fall off in size till 1st or 5th of July. This year, however, with the lobster season commencing about 1st May, if we should have a warm summer, the probability was we would have a great many small lobsters, perhaps soft-shell lobsters about 1st July. Island fishermen would rather have the season shortened than have any restrictions tending to render the business unprofitable during the time they were fishing. In support of his opinion that the Island and the Gulf of St. Lawrence are different situated so far as fishing and the means of exhausting the fisheries are concerned, Mr. McLean quoted extensively from a report on the fisheries of Great Britain. He had no faith in Mr. Neilson's report, for while his remarks might be correct as to Newfoundland, they did not necessarily apply to the Gulf. If there had been in Newfoundland, in the past twenty years, as many traps set as on the Island, lobster fishing would have ceased there altogether. The lobster industry was of immense importance to the Island, as much so as one involving \$30,000,000 would be to the Dominion. Any change, therefore, that would tend to make it unprofitable would be a serious injustice, especially if the regulations proposed were not really in the interest of the industry. When it was reported that Mr. Neilson had ascertained that a 10-inch lobster could get through bars 2 1/2 inches in width, he was surprised, and his own experience did not support it. He had made an experiment and found that a 9 1/2 inch lobster could be pushed through slats 1 1/4 inches wide, and he claimed that a live lobster will go through a smaller space than a dead one. Mr. Ogden's tests bore out his statement. If the Minister would establish for the Island the width of 1 1/4 inches, taking the section he spoke of, he believed the fishermen would meet him half-way; and if the Minister would make the regulation now so as to meet the approval of the fishermen and packers, it would be strictly enforced, and they would rigidly adhere to the close season. If, however, the bars were made 1 1/2 inches wide, as the industry could not be profitably carried on during our short season, especially in view of the fact that the reports of the Gulf and Island factories show that 55 per cent. of the lobsters taken were 9 inches and under. If we took 30 per cent. of the receipts of a factory, which would be the case if 8 inch lobsters were allowed to escape, the factory being in operation about 45 days in a year, the business would be unprofitable to 1 1/2 packers and fishermen. (Owing to the absence of a market for fresh lobsters it was impossible to exhaust the supply in the Gulf. No factory could be run unless 4,000 lobsters were landed daily, and when the supply fell below that number, the factory must be closed. The license requirement was unsatisfactory, for lobster fishing should be as free as any other fishing. But the license fee was small, and if the concessions he had recommended were made, the packers and fishermen would not strongly object. As to the labeling of a lobster, it was not possible to exhaust the supply in the Gulf. No factory could be run unless 4,000 lobsters were landed daily, and when the supply fell below that number, the factory must be closed. The license requirement was unsatisfactory, for lobster fishing should be as free as any other fishing. But the license fee was small, and if the concessions he had recommended were made, the packers and fishermen would not strongly object. As to the labeling of a lobster, it was not possible to exhaust the supply in the Gulf. 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