

THE DAILY EXAMINER

APRIL 4, 1898.

NEGLECTED INTERESTS.

We understand that in the West Prince meetings the Liberal candidate and the speakers supporting him have practically abandoned all attempts at defence of the policy and actions of the Laurier Government, and rest their case entirely on the ground that the riding has received liberal grants for public works. The immorality of this contention is such that it should only be necessary to mention it to elicit its instant condemnation. If the validity of this plea is admitted, no government, however incapable or corrupt, could ever be changed as it could always put itself right with the electors on the eve of an election by profuse expenditures.

But, in the case of West Prince, the facts on which to sustain the sordid appeal are entirely wanting. Messrs. Bell, Rogers, Yeo and McLellan must either be grossly ignorant themselves or they must assume that the people are easily deceived. The estimates submitted by the Laurier Government for the year ending the 30th of June, 1899, have just come to hand and they afford excellent means of testing the truth of the statements made last week in West Prince.

Prince Edward Island never was more shabbily treated in the estimates of any year since Confederation. For harbors and rivers \$10,650.00 is the total vote for the Province, against \$92,893.16 last year. Of that paltry \$10,650, \$14,000 is made up of re-votes, so that according to these estimates \$26,650 is the whole appropriation for the harbors and piers of Prince Edward Island for the next year, and \$10,000 of that is for Souris Breakwater, a work to which the government were committed by their predecessors. Last year \$30,000 was voted for Summerside Harbor. Tenders have been twice called for, but no contract has been let. The vote of last year will lapse by the 1st of July. These estimates do not show that it is to be re-voted or any additional sum provided, although it is believed that the work tendered for will cost \$150,000.00.

West Prince is only receiving in new appropriations, in these estimates, the following sums:

West Point Wharf.....	4400
Tignish.....	2000
Total	\$6400

The re-votes for these works are:

West Point Wharf.....	\$3000
Tignish.....	\$5000
Brae.....	1000
Total	\$9000

The Government got credit last year for these amounts which will not be expended in this financial year.

To hear Mr. J. H. Bell talk of the wonderful things he accomplished during his recent visit to Ottawa would force the reflection that Mr. Yeo and other Government supporters at Ottawa were a very inefficient lot. These estimates, however, go to show that Mr. Bell is quite as useless as, inferentially, he makes Mr. Yeo appear. Mr. Bell claimed that he secured a second winter steamer for the Province.

The estimates contain no provision for a steamer.

Mr. Bell said that he had obtained cold storage connection between Charlottetown and Great Britain,—the Government to subsidize a steamer making five trips during the season.

The estimates, while containing the usual subsidies for ocean service at other ports, have none for P. E. Island.

These estimates show that Prince Edward Island is without influence at Ottawa and that in the matter of Public Works it is "not in it."

We need scarcely say that there is not a dollar in the estimates for the promised Bridge over the Hillsborough, the Belfast Railway for the million or two which Mr. Peters promised, and which Messrs. Warburton, McDonald and Richards have recently been looking for at Ottawa.

Mr. Bernard D. McLellan will now have to drop the only argument on which he has been relying and face the Conservative arraignment of the Laurier Government on account of their broken promises, their corrupt deals, their extraordinary expenditures, and the general incapacity shown in their administration.

FATALLY BURNED.—A fatal accident is reported from Stanhope. It seems that last night Mr. and Mrs. Lanks, of that place went out to church leaving their daughter Lavinia, aged three years, and an older brother in the house. After they had gone the boy went out of the house for a few minutes and upon his return he found his sister in a mass of flames. How the child took fire we have not ascertained, but she was so badly burned that she died a few hours later.

ROAD TO YUKON.

When a controversialist begins to misrepresent his opponent, it is certain that he has a weak case,—and knows it. We are therefore not ill-pleased to note that The Patriot deliberately misrepresents THE EXAMINER's position in respect to the construction of a railway leading on to the Klondike. The Patriot says, "The EXAMINER supports the long Pyramid harbour and Dalton Trail route." THE EXAMINER does not support this route, has not supported it, and will not support it under existing conditions, even though it is true that its promoters ask the Dominion for neither land nor money.

When commenting upon the action of the Senate, a few days ago, we pointed out that it would not be difficult for the Government to make another bargain upon better terms—a bargain in which 4,000,000 or 5,000,000 acres of land shall not be given away—and said that "even now there is before Parliament a measure which provides for the construction of the needed railway without cost to the country." But we did not say one word in support of the measure. Indeed we are opposed to all measures which will or may lead to unnecessary complications with the United States.

The existing conditions in respect to this matter may be compared with those of two farmers, the line between whose farms has not yet been "run out." As a result of the discovery of valuable deposits at the rear of the farms, it is desirable to make a road thither. Contractors go to farmer C. and say: "The deposit is of little use to you as it is; give us half of it, and we will build the part of the road you need, and enable you to get your men into it." Without much consideration farmer C. adopts this proposition, provided, however, that his wife and eldest son—who have interests in the property—will agree to it. In the meantime, the neighboring farmer hears about the bargain and gives farmer C. notice that, if his road is built that way there will be trouble; that he has a claim there and will not give a free right of way, but will levy a tax upon everything of his neighbor's that as much as touches upon his land. Farmer C. protests and declares that he will have his road; he has a free right of way under deed, and will let his neighbor go to law and assert his right if he can. The wife, who is naturally of the same mind as her husband, assents to this. But the son (with less prejudice and a levelled head) points out that the contractors are, in any case, getting far too much land for their work, and that if the bargain is agreed to, the land they have bargained for will certainly be all gone, while a toll gate may be placed upon the road by their sharp neighbor; at any rate there is sure to be a row if the road goes on, and perhaps the whole farm may be lost in a fight in the courts,—so the son declines to give his assent to the father's bad and hasty bargain. The question then comes up, what's to be done about it. The son says: go to your neighbor, and arrange the matter with him; and if you can't do that come to a clear understanding with him that you are to have a free right of way forever; if this can't be effected, let us make the road on the other side of the deposit where he has not even the show of a right.

This is a pretty clear illustration of how the matter stands as between the United States, and Canada and its Senate. Any one can see that the Senate is acting the part of prudence in the matter, and that the advice of the Senators is good. The first thing for the Government of Canada to do is to get the Government and Congress of

the United States to come to an amicable understanding with Canada, and make sure that there will be no international row about the matter as a result of which we may be compelled to give up to United States fishermen our Fishery rights on the Atlantic coast and other valuable privileges which we enjoy. There ought to be no difficulty about this, because the people of the United States have an interest in the preservation of peace with Canada, and because they need the railway just as much as the people of Canada do. We see no good reason why the United States would not sell to Canada all that it owns or claims to own, between Wrangel and Mount St. Elias and let Canada have the sea coast and the mouths of all the rivers leading into the sea between these points. But if no amicable arrangement can be made, then take the advice of the Liberal member, Mr. Oliver, and open a road into the Klondike from this side of the Rocky Mountains. Mr. Oliver, contends that this is what ought to be done in any case; it ought certainly to be done if the United States continues to be unreasonable about the matter. Farmers in P. E. Island know the usual result of a dispute about a line fence, when it is not amicably settled; and they will be able to appreciate the prudence of the Senate in saving the four or five million acres of land which the Government wanted to give to the contractors and keeping out of an international row.

NOTES AND COMMENTS

—War between Spain and the United States has been avoided by a reference of the matters in dispute to the Pope. Good. But what will the jingoes and the newspapers do now?

—The Laurier Government is just now considering the subject of "natural gas." This is a light matter,—and most of the ministers know all about it. Surely they will arrive at a right conclusion and do the right thing.

—Canadian Men and Women of the Time: A handbook of Canadian Biography. Edited by Henry James Morgan, Barrister at Law, is the title of a volume of over 1100 pages just issued from the press of William Briggs, Toronto. The work follows the model of the English "Men of the Time" and does great credit to the skill, care and discrimination of Mr. Morgan. It is intended that a new edition of the work will be issued every three years.

—Statistics of British Columbia salmon pack last season, just compiled to Messrs. R. P. Rithet & Co., give the following totals: Fraser river pack, 860,449 cases; Skeena river, 65,905; Rivers Inlet, 40,207; Nass river, 26,847; Lowe Inlet, 10,666; Nanu Harbor, 4,357; Alert Bay, 8,602; West Coast, V. I., 4,434. The total pack for the season was 1,015,477 cases as compared with 601,570 during last season.

The shipments were as follows: By sea to England, 733,704 cases; overland, 43,336; to Eastern Canada, 139,815; to Australasia, 27,579. Salmon dealers have stocks amounting in all to 74,000 cases yet on hand.

—The Guardian, as is usual when it speaks concerning its contemporaries, is wrong. In making public the fact that a family of sparrows have built their nest in the window of his sanctum, the editor says this is an honour the sparrows have not accorded any of his contemporaries. If he will look at THE EXAMINER sign on Richmond Street he will find hundreds of sparrows there domiciled with their families. With regard to the particular family of which the editor of The Guardian speaks, we have a shrewd idea that it was evicted from THE EXAMINER's colony for being slow, and migrated to suitable quarters.

—Montreal Gazette: The Chinese puzzle is difficult to understand, but amid the mess it begins to look as if the problem would before long be to find China.

—OPERA HOUSE.—Go to the Opera house Easter Monday night, and hear Miss Hyndman, Charlottetown's favorite soprano.

MOURNING IN ST. JOHN'S.

Sad Scenes Over the Greenland's Dead.

A special from St. John's Nfld., says that city was wrapped in the emblems of mourning today. Hundreds of flags were hoisted at half-mast and clusters of crapes fluttered from the door knobs of more than a score of houses, wherein wept the mothers, widows and children of the brave seal hunters who perished in the disaster that overwhelmed a portion of the steamer, Greenland's crew in the ice fields last week. Many of the forty-eight victims of the Greenland tragedy lived in the city of St. John's. The remainder belonged mainly to the outports. All were poor men and most of them had families who are left in reduced circumstances.

The Greenland, sailing from Bay de Verde this morning, arrived at St. John's this afternoon. Her deck, deck-houses and small cabin presented the grim appearance of a charnal house. The corpses were disposed of in all the available space and covered with canvas and cloths. There were 25 of them on board, while there are 23 others somewhere on the waste of ice, drifting on the Atlantic or at the bottom of the sea, few of which will ever likely be recovered.

Pitiful scenes, which rent the hearts of the onlookers, were enacted on the wharf as the Greenland steamed into her dock, relatives and friends, mostly men and boys, but including a number of women and girls, pressed forward to board the steamer and claim their dead. Sobs and wails came from bereaved women and children, and tears streamed down the cheeks of big sun-burned and horny-handed men. A death pall hung over the crowd, as the Greenland was slowly secured to the wharf. A number of those awaiting her arrival out of more than morbid curiosity, did not know whether their loved ones were among the dead or living on board. They pressed eagerly forward to learn the worst or best and the manifestation of joy were frequent as the faces of husbands, fathers or sons were recognized among the crew which crowded the steamer's deck, though the joy of those thus rendered happy was tempered by the sad thought that there were others whose souls would be torn by grief.

An agonizing spectacle was witnessed when the waiting people reached the deck and began to pick out and remove the lifeless bodies of the victims. It was a scene of mourning unparalleled by anything ever witnessed by those present. The removal of the bodies occupied several hours. Some which were unclaimed to-day will be taken away to-morrow.

The story told by the men who escaped death on the floating field of ice surpasses in horror that which was given in last night's despatches, but the essential details have already been given. The suffering of the helpless men during the day and two nights they spent on the drifting ice, defy description. The ones who still live, say their experiences were so frightful that words could never tell the complete story. The injuries of these are not so serious as the advices from Bay de Verde yesterday would indicate. The frost bitten men number 55, most of whom will recover.

EARLY.—Mr. Henry Hine, the west end gardener, has commenced gardening operations. He already has some seeds planted.

NEW CHURCH.—The contract for the erection and exterior completion of the new church at Acadie, for which tenders were lately called, has been awarded Messrs Schurman, Lefurger, Clark & Co., Summerside.

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**The...
Diamond
Jubilee**

**On Tuesday Evening,
April 12th, 1898,**

IN KINDERGARTEN HALL,

Surgeon-Major Warburton, of the 82nd Battalion, will deliver a lecture on the Queen's Jubilee, including the various functions at London, Windsor, Aldershot, Spithead, etc. As Surgeon-Major Warburton was one of the staff accompanying Premier Laurier, he had exceptional chance of seeing all the events connected with the Jubilee. Parts of the Jubilee procession will be shown by the aid of stereopticon slides. Surgeon Major Warburton has kindly consented to deliver this lecture in aid of the funds of the Artillery Orderly Room. Doors open at 7.30 o'clock. Lecture at 8 p. m. Admission 25c. Tickets for sale at Dod's, Rankin's and A. W. Reddin's Drug Stores.

LIEUT.-COL. J. A. LONGWORTH,
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LIEUT. A. A. BARTLETT,
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needs to be remade, if so, let us send for it. We can send it home same day we get it.

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The Best Place to Buy Your Clothing and Hats.

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