

THE DAILY EXAMINER.

FEBRUARY 19, 1893.

THE PUBLIC SERVICE.

The people of this Province were encouraged to hope for a vast improvement in the public service as a result of Liberal victory. Sir Louis Davies and his friends, by confidently holding forth the expectation of victory and the certainty of a decided change for the better as soon as victory was obtained, had repeatedly induced them to send a Liberal majority to Parliament, and thus rendered it increasingly difficult to obtain the improvements that the people desired from a Conservative Government. But, heavily handicapped as they were, the Conservative minority representing this Province gained many concessions, while the Conservatives were in power, notably the branch railway to Cape Traverse and the steamship Stanley. Though rejected by the majority, the Honorable Donald Ferguson had not been in the Government of Mackenzie Bowell for a month before his influence was made apparent in respect to improved railway arrangements, postal facilities and many other matters. His activity on behalf of the people was remarked by everyone. No sooner had he taken his seat in the Senate than he laid a solid foundation for our claims to additional and improved public works by proving to Parliament and the people of Canada at large that P. E. Island was justly entitled to them. Upon this foundation he and the Conservative members of Parliament and the leading Conservatives out of Parliament proceeded to obtain from the Government a promise of railway extension through Belfast to Murray Harbor, with shorter branches to various points. The initial steps to this end had been taken when the arts of Messrs Laurier and Greenway finally succeeded, and the Conservative government fell in a righteous effort to maintain the pledged faith of Canada in regard to the schools of Manitoba. Mr. Davies was thereupon called to Ottawa and was at once given a portfolio, with a salary of \$7000 a year and enabled to travel freely throughout the length and breadth of the English speaking world in palace cars and ocean greyhounds. He went to England and pleaded a myth before the Crown Law officers of Great Britain and lost his case; he went to Wales and saw the home of his ancestors, and he saw Gladstone. He went to Scotland, viewed the busy cities of the North and the ship yards in the Clyde, and he became Sir Louis Davies. But how about the public service in Prince Edwards Island? Is his influence felt for good in the little Island by the sea? They say that he had a principal hand in the "Yukon Deal". But he has certainly not bettered the public service which the people of this Province need. Years ago his attention was directed to the fact that a second winter steamer was required. The winter steamer is under control of the department over which he presides. Continuous winter steam service between the Island and the Mainland is guaranteed under the terms of the union. Sir Louis Davies had a grand opportunity when in Great Britain to obtain information as to the improved steamship required for this purpose and to give the order for her construction. But, in the excess of his delight at rubbing shoulders with Chamberlain and Gladstone, he forgot all about the isolation of this constituents dependent upon him for a means of winter steamship of communication with the mainland; and the Stanley is today pottering about in the Straits alone and unaided. Though the weather of the of the present winter has been, upon the whole, exceptionally fine, the winter steamship service has never since the Stanley was obtained given so little satisfaction. It is maintained by some persons that Captain Finlayson has lost faith in the strength of the steamer. But we rather incline to the opinion that he finds himself hampered as a result of changes made in the personnel of his officers and crew, experienced men having been dismissed and green men having been put on to meet the exigencies of a party devoted to spoils matter than to the improvement of the public service. It was expected that a suitable steamer would have been put on between the Capes. But instead of that The Petrel was sent down from the lakes for the laughter and derision of all who saw her and knew what she was expected to perform, and for the lining of her owner's pocket by \$20,000, of the people's money, but not to any good result. Another sum of \$40,000 or \$50,000 will be thrown away upon the pretence of straightening a railway curve at Wiltshire—but really for the purpose of subsidizing Liberal voters in the locality. This work will never be of the slightest value to the travelling public. At best it will shorten

the distance three-fifths of a mile and perhaps lessen to a small extent the expense of snow-shoveling in the winter, while the money expended upon it would have gone a long way towards laying a track to one of the several points to which railway extension has been projected, or to provide the cold storage about which the Minister of Agriculture has been haggling, or to induce an ocean steamship company to give to this Province a direct trial service with the Mother Land. Upon the whole, there is already resulting from the Liberal victory cause for disappointment and regret on the part of the people of this province. When they compare the tireless energy of the Hon. Donald Ferguson—unrequited as he was by portfolio or salary—with the indifference and neglect, the blunders and unfairness, that prevail under our Liberal Government.

NOTES AND COMMENTS

The Guardian says that Sir Charles Tupper expressed his warm approval of the McKenzie-Man contract. Perhaps The Guardian will reproduce the interviewer's speech in which Sir Charles did so.

The disaster to the Maine is the most terrible of its kind on record. But it is by no means the only one. In 1831, H. M. S. Petrel blew up in the Straits of Magellan. The verdict of the court was that the disaster resulted from the formation of coal gas, another suggestion being that a substance called erotine siccativae stowed in the paint room was responsible. Upon this occasion there were two distinct explosions and 143 out of the crew of 150 perished. In the following year an explosion on board H. M. S. Triumph killed three men. In this case the disaster was traced to the use of the erotine siccativae.

Joaquin Miller, the "Poet of the Sierras," was sent to the Klondike by a newspaper as a correspondent. His impressions appear in the following verse:

ALASKA.

Ice built, ice bound and ice bounded, Such cold seas of silence, such room! Such snow-light, such sea light confounded

With thunders that smite like a doom! Such grandeur, such glory, such gloom!

Hear that boom! Hear that deep distant boom! Of an avalanche hurled Down this unfinished world!

Ice seas and ice summits, ice spaces In splendor of white, as God's throne!

Ice worlds to the pole and ice places Untracked and unnamed and unknown!

Hear that boom! Hear that grinding, the groan Of yon ice mountain hurled Down this unfinished world.

The Wesleyan: Since the days of the consulate the coins of France have borne the motto, Dio protegat la France—God protects France. Lately the authorities decided to drop the motto from future mintings. Whereupon sarcastic English newspapers suggest that "the Czar" will do as well. Poor France. She needs more of God and not less; and she has infinitely more to gain from Him than from the Czar, and infinitely more to fear from him than from the Kaiser. Dropping the motto from the national coinage is a trivial matter, but dropping the principle from the national character is suicidal.

Big bargains for wall paper buyers these days. Up on our second story you'll find a big lot of remnants, some high grade papers, others cheap, all marked at less than cost, in most cases.—Moore & McLeod.

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REGISTRATION OF STOCK.

Maritime Cattle in Dominion Herd Book. Mr. F. G. Boyer, of Georgetown, has returned from Toronto, where he attended meetings of the Short Horn and Ayrshire Stock Association. We are informed that at the meeting of the Short Horn Stock Breeders Association it was resolved that all eligible back pedigrees of animals registered in the Maritime herd book should be transferred to the Dominion Herd Book free of charge, and that living animals should be registered upon payment of a fee of seventy five cents. It was also agreed that no membership fee should be charged Maritime Province breeders for the first year.

At the meeting of the Ayrshire Cattle Breeders Association, a similar arrangement was effected. The great advantage to breeders of Short Horns and Ayrshires, resulting from this arrangement, consists in the fact that their cattle, when registered, will be placed upon the same footing as those of the best breeders in Ontario or the States. Both associations have agreed to offer handsome prizes for herds of young cattle owned in this province and registered in their respective herd books. Breeders may obtain full information as to registration by writing to Mr Henry Wade Secretary of the Stock Breeders Association, Toronto.

SIR WILFRID'S POLICY.

To the Editor of the Star: Sir,—The Rt. Hon. Wilfrid Laurier in defending himself from the attack of Sir Charles Tupper, in which he accuses him of violating his pledge to the country as regards preferential trade, makes the following statement: "That the only possible basis upon which preferential trade could be obtained, was free trade within the Empire;" and asks in his loftiest manner if the gentlemen opposite were prepared to accept that. He then says there was grandeur in Mr. Chamberlain's idea, but the Conservative party could not rise to it. If it was a grand idea, what hindered Sir Wilfrid from adopting it? He and his party were not elected to carry out the ideas of the Conservative party. He had pledged himself and his party to support a preferential trade policy, and to give this country free trade as it is in England. And when it is offered a policy which he says contained a grand idea, he rejects it for the sake of a policy devised by himself and Cabinet, and misnamed preferential. It is all very well for Sir Wilfrid to denounce the preferential trade policy of the Conservative party, but the country must not forget that he rejected it when offered him, and offered upon upon the very lines which he had won his election, those of free trade. Nothing could have been easier for Sir Wilfrid than to have adopted the Hon. Joseph Chamberlain's imperial Zollverein. It was a grand idea and just what is required to consolidate the British Empire. It would have done for the Liberal party what the National Policy did for the Conservatives. But they were not equal to the occasion. They opposed it just as they did Confederation and the C. P. Ry., and just as they had opposed every measure that was necessary for the country's welfare, provided it was supported by the Conservative party.

J. K. GILMAN.

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LINES

On the Death of Albert E Flynn Who departed this Life Feb 13th 1897. You must leave us, dear Albert, Like a rosebud in its bloom, You will leave us here so lonely To weep over thy tomb. Hark! he calls his loving mother, "Come and sit beside my bed, I feel my strength is going, I'll soon be with the dead. The fond father feels it keenly, Finding no relief in tears, Standing by the one he cherished, Joy of his declining years. Who can paint the grief and anguish Rending that poor mother's heart, Gazing on his form so lovely, Called so soon from her to part. When his brothers gathered round him, Burning tears their anguish told, Soon the one who loved them deeply Will be called home to the fold. Fondly talked he of his sisters and his brothers, Who in foreign lands that day, Did not see him in his sufferings, But did not forget to pray. Death had fixed on him his arrow, He has marked him for his prey, In his youth and strength and beauty, Loomed to mingle with the clay. MISSIE MC.

DRESS GOODS INSIDE THE PIANO

More hints to-day to help women folks, young and old, to nandsome new dresses, at wonderfully little cost. It isn't so much the stuffs that change as the style of the making, you know, and these can be made by the latest hint — or

wait for a making if you choose. But be sure of this, that double these prices will be little enough to pay when new values are fixed. Shrewd folks will hurry for these to-day — at 15c, 17c, 20c, 25c, 33c and 39c.

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ADMINISTRATRIX NOTICE. The undersigned, administratrix of the estate of the late David May, of Charlottetown, P. E. I., Master Mariner, hereby notifies all persons indebted to the said estate, to make immediate payment to her and all persons having claims against the estate are hereby required to present the same, duly attested to her, at her residence Grafton St., Charlottetown, within three months from this date. CATHERINE J. MAY. Charlottetown, Feb'y., 16 1893. dy law & wk

Dr. J. P. Murray. Approved and modern appliances used to render dental operations comparatively painless. MISS LEFURGEY (Graduate of the Emerson College of Oratory, Boston). Will be at home to a limited number of pupils in physical culture and oratory. Apply to Miss Lefurgey at L. J. Senter's, W. ymouth Street. jan14—135