

F.P.E. ISLANDERS VIEW THAT THEY ARE BEING SLANDERED BY THE PRESS AND MEET WITH SUCCESS

Diversity of Opinion and Lack of Unity in Their Efforts Prevent Effective Work—Several Schemes Proposed—Many Grounds for Complaint—The Secession Movement and Other Things.

(Continued from Yesterday.)

(Special Correspondence of the Sun.)

CHARLOTTETOWN, P. E. Island, Jan. 25.—When such serious conditions prevail it might be expected that the people of Prince Edward Island would unite in an effort to bring about some definite reform. But there is such a diversity of opinion, interests are so conflicting, and the evidence of sectional feeling is so strong, that it is no wonder the powers that be are slow in taking action. The island is divided against itself. Prince County demands one thing, Queens another, while Kings county secure in the enjoyment of the lowest rates, sits back and says nothing. The popular agitation is in favor of the tunnel. Not a man on the island can be found who will deny that this is the only possible solution. But at the same time it is doubtful if one man out of fifty is at heart a supporter of the tunnel. It is the correct thing to go to public meetings and boom the scheme, but a good many of the speakers who do it laugh when they leave the hall. Yet the tunnel has a certain number of supporters and among the most enthusiastic are those who are interested in the Steam Navigation Company. This concern controls the summer steamers, handles the profitable trade and the member feeling secure in the belief that the tunnel will never come, can well afford to favor it as being least liable to injure their business. Summerside wants a steamer to run the first of January and then to go to Georgetown—or at least a certain element expresses this wish. The others would prefer having the steamer lay up when the ice is heavy and be ready to go on the route early in the spring. More people in Prince County set at naught the experience of the past twenty years and maintain that a powerful boat could keep up continuous communication during the entire winter crossing at the cape. Down in Charlottetown there are enough proposals to keep Canada busy for a century, but not enough people united on any one of them to bring it to a successful issue. They want a heavier steamer to replace the Stanley; they want a third steamer; they want one to run to Charlottetown; they are satisfied with the present service if freight rates were lower; they want the steamer captains replaced; they are agitating for a car ferry; and incidentally they fall back on the tunnel. Years ago a provincial government did something—most of the people forget what it was—to improve the winter service, and now there is a fear that unless the present government takes action the party will suffer. So it will, for the feeling is intense. In this way politics enters the question and interferes with the work of reform. As an instance of the existing conditions it may be stated that the newspapers have been squabbling about who deserves the credit of having the Stanley sent for two trips to Charlottetown. The Conservative members and the Liberal candidates selected for the next election each sent telegraphic requests to Ottawa. Yet with such dissensions going on the Islanders expect to accomplish something.

THE CAR FERRY.

A project which has been before the public for some little time and which is receiving a certain support is the establishment of a car ferry to run between Charlottetown and Brule—twenty-three miles—during as much of the year as is possible. The project has been studied the construction and work of leakebreakers on the lakes, where conditions are entirely different, claim that such a boat as is planned could be kept running during the entire year. The steamer suggested would be capable of carrying eighteen I. C. R. cars, and for the placing of these, yards would be constructed at Charlottetown. George E. Full has been to Ottawa and has placed the scheme before members of the government. He asks for the company which is to be formed, an annual subsidy of \$10,000 for twelve years. Unless this is granted the company will not be organized. While there are a fairly large number of citizens who agree as to the practicability of this scheme, numbers are opposed to it for the reason that they desire the car ferry to be controlled by the railway department as is the case at Canoe. A ferry is operated there, they say, and it could be done to Charlottetown, giving much lower freight rates than now exist. It is this diversity of opinion, this internal opposition which prevents the island people from formulating any one particular plan.

KINGS COUNTY.

In the eastern end of the little province nothing at all is heard of the secession talk so much in evidence in Charlottetown nor are there any serious complaints regarding the management of the winter steamers. The opinion seems to be that if a few incompetent officials were given their walking tickets, and high salaries positions provided for some half-dozen kickers, most of the present complaint would die out. But then Georgetown is fortunately situated as regards winter communication as it has the two leakebreakers making alternate trips daily, no higher charges are paid on freight than are to be expected in

winter and the business of the district is increased by the handling of freight and passenger traffic. Representative merchants find no serious cause for complaint. It has been suggested that with proper pilotage regulations by which qualified men from this port would be employed on the steamers, much of the delay now met with, and which arises from snow or vapor, would be overcome. The Stanley and Minto carry pilots who know Pictou harbor thoroughly but who are not equally qualified for Georgetown.

People of this section are firmly of the opinion that the only solution of the problem of winter navigation is found in the tunnel, but they are not agitating for such a work, holding that the expenditure would be so great as to preclude the possibility of it being made by any government. What they would like to see, however, is a new steamer, say of at least four thousand indicated horsepower with better accommodation for passengers. They believe that this is the most reasonable proposition. Such a vessel if properly constructed could perform the service with a degree of regularity which ought to satisfy anyone. A fog signal on Pictou Island at the entrance to Georgetown harbor is also desired.

Kings county people take no stock in the squabbling of other sections, but being especially favored, stand apart, knowing full well that no matter what is done the eastern end of the island having the only natural winter port, will not suffer.

PASSENGER TRAFFIC.

To go from St. John to Charlottetown a man leaves here say on Monday at noon, reaches Pictou at 10.30 p. m., sleeps on board the steamer or in a hotel, arrives in Georgetown—if there is no ice in the straits—at 10.30 a. m., and finally gets to Charlottetown at 1 p. m. His ticket, for a return trip, costs \$16.95 as compared with \$8.95 in summer, and in addition he must pay for meals and sleeping accommodation not less than \$2.75 where in summer he would pay 50c. The steamers now on this route can furnish berths for about one-quarter of the passengers who cross. The Stanley has room for 14, the Minto for 10, and while it is not to be expected that rooms should be available for all those who spend the night on the steamer rather than in hotels, as it is true, as happened twice last week, that these vessels are out in the straits all night and the passengers are unable to go to hotels. The spectacle of eight men piled in a 4 x 4 smoking room or half a dozen ladies sitting up in a stuffy cabin is not agreeable yet is frequently seen. People going on board the steamers pay for the passage across, but they must also pay for each meal when they are detained by ice, and this is often no small matter.

TELEGRAPHIC SERVICE.

Another cause for complaint and one which at the present time is most serious, is the failure of the telegraphic service. For years the Anglo-American Company has handled all the island business, this position over one anti-luvian cable at the cape. Because the Anglo cable its trust in this one strand of wire and found that it was not worthy of trust. Prince Edward Island is without telegraphic news other than that which is carried across the straits. Because the Anglo-American did not feel like spending \$10,000 or \$12,000 for a second cable the whole island suffers. A wireless station which probably is erected at the entrance to Pictou harbor and messages transmitted via Georgetown. The working of such a system, if it is to be used, prove to be the first practical step towards the establishment of a better and cheaper service.

These points, however, are only incidental and while they add to the dissatisfaction felt on the island they are not the principal cause.

THE P. E. I. RAILWAY DEFICIT.

Another feature of the case to which the island people take exception is the method of book-keeping, adopted on the railway. They assert that their line is a part of the I. C. R. system in name only, and is not fairly treated in the accounts. Take for example, they say, any two hundred mile stretch of the I. C. R. and credit it only with the hauling of freight which originates on that section. It will show a deficit. The island railway is the starting point for a great deal of business, but secures credit for only a short haul, the bulk of the earnings going to the main line of the I. C. R. If the island road were taken in as a part of the entire system it would be found most profitable, and the repeated tales of deficits would not then appear.

HIGH WAGES PAID.

Owing to the influence of labor unions, the most worthless men on the road receive proportionately the highest wages. This is no doubt true in all parts of the country, but it is particularly striking on the island, where the cost of living is fully thirty per cent less than on the mainland. Brakemen would die out. But then Georgetown is fortunately situated as regards winter communication as it has the two leakebreakers making alternate trips daily, no higher charges are paid on freight than are to be expected in

ceive from 22c. to 24c. per hour, yet the most experienced clerks, the paymaster, assistant superintendent and others receive only \$70 or \$80 a month. It is felt that where there is no scarcity of men seeking employment, some changes might be made along this line.

THE SECESSION CAMPAIGN.

For the past few weeks the Charlottetown Guardian has been conducting a campaign openly in favor of secession. This proposition has scarcely had time to sink in, but there are already not a few who are warm advocates of the movement. The majority of the people condemn the Guardian as being silly, as carrying on a campaign which must undoubtedly injure the province, and while it is possible that that paper is going a little too far, yet the views expressed are not exaggerated presentations of the feelings of the majority of citizens. The question of separation is practically a new one. It has never before been put seriously before the people and they are afraid of it. They do not care to face the proposition and this is one reason why it is not making greater headway. But there is the least doubt that unless something is done in the very near future, secession will be the great political issue, as confederation was thirty-four years ago. An appeal to the throne will be made. This action will be taken by the local government, but it is a step which would avoid loss of prestige, and partly in recognition of public demands. This appeal will ask for justice from Canada, or failing that, for separation. It will be pointed out that during the past thirty-four years the federal government has spent \$40,000 for the Northern Light, \$120,000 for the Stanley, and \$180,000 for the Minto; that these sums added together are not sufficient for the construction of one really good ice breaker; and that from the figures it can be seen that no honest endeavor has been made by any government to guarantee continuous communication.

WHAT THE ISLAND NEEDS.

Prince Edward Island's greatest need at the present time is some able men. There are now only four representatives at Ottawa, and the number will, it is anticipated, be reduced to three after the next census. Hence, the provincial people feel the importance of selecting the best candidates available. The trouble is that there are very few best men. Never has there been such a scarcity of brilliant leaders, and it is this deficiency which gives rise to much of the present squabbling. The two political parties realize that they should work together for the good of the island, but partisanship is so bitter that they are not doing so. Every man is for himself; every district is pushing the interests of its own interests. The lack of harmony is seen everywhere, and even in applications to Ottawa. In former years the federal members were the acknowledged spokesmen. Now all the little boards of trade, each group of business men, and even private individuals feel it their duty to send telegrams and letters to the government. With such a diversity of opinion as exists and with such an intense partisanship being pursued, the island people scarcely hope for improved conditions. They realize this, and would welcome any strong leader, but such a man would find trouble in bringing the jarring elements together.

THE EASIEST SOLUTION.

After looking carefully into the different schemes set forth, it would appear as if the easiest way to solve the problem of providing satisfactory conditions is by the construction of a tunnel. As this is scarcely to be hoped for, the next best plan is the construction of a powerful ice-breaking steamer. This might be made a car carrier, for such will undoubtedly be needed before very long. But the principal point to be considered is that the steamers should be operated during the whole year by the department of railways. The subsidizing of a car ferry company such as is being formed would only place the island in the grasp of a private corporation in winter, as it is now in summer. The operation by the railway department of all-year steamers would do away with the present excessive freight rates and would be a profitable venture. It would no doubt lead to the widening of the P. E. I. Railway, which is now a narrow gauge, but this is bound to come anyway and the cost could be closely estimated, which is not possible in the case of the other methods. It might be possible and indeed it is altogether likely that the car ferry could run to Charlottetown during the greater part of the winter, and anyway if the steamer had to go to Georgetown this would only mean the construction of short sidings for shunting the cars. In any case, it would save the repeated handling of freight.

Another improvement which might be suggested is a change in the orders given to the captains of the present steamers. They now act on their own discretion, and naturally select the easiest route. If they were ordered to run to Charlottetown until it was absolutely impossible to make the harbor, seventy per cent of the island's business would be benefited to a very material extent.

PROTECTIVE LEAGUE FAVORS DUAL TARIFF

NEW YORK, Jan. 25.—At its 22nd annual meeting yesterday the American Protective Tariff League recorded itself in favor of a dual tariff, "Provided that the minimum tariff upon foreign products shall at all times fully represent the difference in the cost of production of all nations which discriminate against the exports of the United States."

These officers were elected: President, Charles A. Moore; treasurer and secretary, Wilbur F. Wakeman.

MARSHALL FIELD ESTATE VALUED AT \$75,000,000

CHICAGO, Jan. 25.—The executors of the estate of Marshall Field yesterday filed in the probate court their inventory of the estate. No statement is given showing the present cash value of the securities. It is impossible, therefore, to make an accurate estimate of the value of the estate from the inventory, but counsel for the executors place the total value of the property described in the inventory at \$75,000,000.

SAYS OTTAWA GIRLS SMOKE CIGARETTES.

OTTAWA, Jan. 24.—Mrs. Walter Rowan corresponding secretary of the W. C. T. U., was pleased that a cigarette bill was going to be introduced. She said she was very much opposed to cigarette smoking among minors, although those who were of age and capable of forming their own opinions from experience, should be allowed to use their own judgment.

It was appalling the amount of cigarettes consumed daily by the younger generation and she had every reason to believe that not only boys but girls of the city were addicted to the smoking habit. This fact should alone be of sufficient value to do much for prohibiting the manufacture of cigarettes, for the custom, when acquired by a few of the fair sex, would undoubtedly spread and others would be led to become slaves of the habit through those who already were such.

CONSERVATIVE ELECTED.

MONTREAL, Jan. 24.—The Conservative candidate, Mr. Ernest C. Gault, was today elected to represent St. Antoine division in the provincial legislature. His majority over the Liberal candidate, Mr. Percy Ryan, was 989, the latter having his deposit by forty votes. The polling was light.

CLASH AMONG R. R. INTERESTS

B. & A. Objects to Somerset Paralleling Its Proposed Alleged Branch.

AUGUSTA, Jan. 24.—The only split of opposition that arose during the hearing of the committee on railroads Wednesday afternoon was in regard to the proposed bill to authorize the Somerset Railway Co. to extend its road from Northwest Carry in the town of Seboomook westerly and northerly to the Canadian line by one or more routes and to authorize other railroad companies to purchase its franchises and property. Hon. W. T. Haines appeared in favor of the bill and said that it was not the purpose of the management to interfere in any way with the rights of the Bangor & Aroostook.

He explained that in the last two years the road has been built 62 miles from Bingham to Moosehead lake and this extension is now about to be opened. The road now has a charter to go around the lake to Seboomook and wishes permission to go to the Canadian border. This section is a great timber country and Mr. Haines has believed that much advantage to the state would result from the extension proposed.

Hugh Chaplin, Esq., of Bangor, representing the Bangor & Aroostook road, called attention to the fact that if the charter as asked is granted by the committee that it will infringe upon that of the Bangor & Aroostook which provides that no other road shall be allowed to parallel its lines within 15 miles.

Mr. Haines explained that his road would not be within the 15-mile limit until it got north of the Somerset county line and then only for a short distance. Should the distance then be kept it might throw the Somerset railroad so far to the west that it would be practically impossible for it to get into the St. John valley.

Mr. Chaplin remarked that those rights had been given the Bangor & Aroostook and should they be infringed upon it might injure the bond sale of that road.

"I don't know why we are not as united as to go into the St. John valley as you," remarked Mr. Haines to which Mr. Chaplin responded: "We have got our right and you haven't."

"We form a matter for the committee," returned Mr. Haines and hostilities here ceased as Chairman Irving for the committee had the bill placed on the table to be considered in executive session. It was later voted to leave the matter open for a week to obtain further light.

LOVE, PROPOSAL, ASSAULT, MURDER

Undaunted Lover Surrendered to the Police After He Committed Crime

PARIS, Jan. 25.—Love at first sight, a proposal, an assault, housebreaking and murder were all crowded into less than twenty-four hours by an impulsive young man, Emile Roost, of Berlingen, near Geneva.

Meeting in the village street pretty Rosa Bollinger, the seventeen-year-old daughter of a neighbor, Roost fell violently in love with her. He followed the girl home, introduced himself at her father's door and then and there asked her to marry her.

Thinking he was joking Rosa only laughed and shut the door in his face. But the undaunted lover went to her father the same afternoon and asked for her hand. When Herr Bollinger flatly refused, Roost fell upon the stern parent and beat him good and hard.

That night the Bollinger home was broken into by the desperate lover, armed with an axe. Finding his way to Rosa's bedroom, he awoke her, and once more demanded that she should marry him. The terrified girl again refused, whereupon Roost, in his mad love-frenzy, attacked her with his axe and literally cut her to pieces.

Roost is now in the hands of the police, to whom he surrendered himself after the crime.

DEAR FOOD AND HEAVY TAXES CAUSE BLOODSHED

PARIS, Jan. 25.—Dear food and heavy taxes have caused bloodshed in two Spanish towns.

At Alicante the mob prevented the provision stores being opened, and gathered threateningly around the tax offices. They were charged by the civil guard and repelled with revolver shots. Two persons were killed and several wounded by volleys from the guards.

The farmer of the taxes at Sagunto was hooted and stoned by the mob who attempted to seize him. He was rescued by a charge of the civil guard in which five persons were killed and many wounded.

RECORD HAUL OF FISH.

PARIS, Jan. 23.—A enormous haul of fish has been made in the Channel by the Boulogne fishing smack Consaire. It comprised 200,000 mackerel and 300 measures of herrings, the total weight being nearly thirty-four tons.

SAYS BUDDHA'S TOOTH IS NOT GENUINE

Col. Olcott Creates a Sensation Among Those Who Have Worshipped it for Years.

BOMBAY, Jan. 26.—The Buddhists of Ceylon are greatly excited over certain aspersions alleged to have been cast by Colonel Olcott on the relic of Buddha's tooth which has been worshipped by them for over 2,000 years. The founder of the Theosophical Society as is well known has done much to promote the regeneration of Buddhism in the island but his doubts as to the genuineness of the tooth seem to be regarded as cancelling all claim to the gratitude of the Buddhists. Meetings have been held in which the Colonel has been denounced by the priests as an enemy of Buddhism, and at one of the largest of the meetings Madame Blavatsky was praised, and it was declared that if she had been in charge of the Theosophists she would never have said one word against the genuineness of the tooth. So far however Colonel Olcott being away in Europe and America has not had an opportunity of answering the charges made against him. Now, however, that he has returned to India some of the Theosophists who are ranked as Olcottites declare that he will defend his position and that he will make things lively for his enemies. Whether he will finally take sides for or against the genuineness of the tooth will depend upon circumstances, it is said.

"EAT THE PIG," SAYS BRIAND.

French Minister of Education Gives Good Advice to Department.

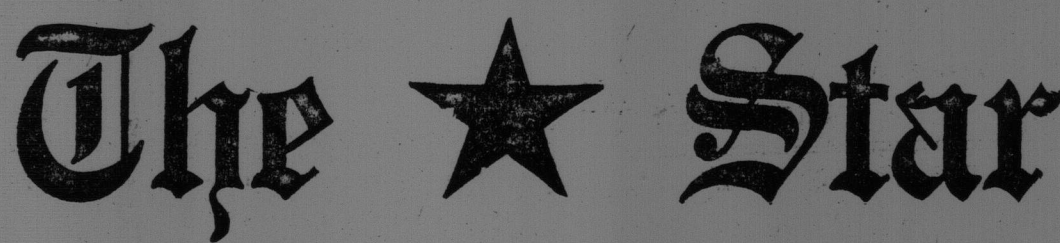
PARIS, Jan. 24.—A good story is being told, in which M. Briand, the Minister of Education, who has on more than one occasion justified his reputation as a master of irony is concerned. The story relates that M. Briand received the following telegram from the prefect of a southern department:

"Most upset. Have found in seminary from which inmates just expelled calf and two pigs. How feed them?"

Promptly the Minister sent back the following reply:

"Your uneasiness serious matter understood. Try find in department enough food for pigs and calf. If unable, eat them."

COLUMBIA FALLS, Minn., Jan. 25.—The saw mill plant of Smith & Smith on Pleasant River was burned tonight, a total loss of \$5,000; partially insured.



Goes into more St. John Homes than any other Paper.

WHY THE STAR WINS.

When this enterprising Newspaper saw the light of day, it at once equalled all its Competitors in newswiness, and being the first edition to be sold for a copper, won thousands of friends at the outset. It is now in its 7th year, and several thousand more patrons are served nightly, more regular voluntary readers in fact, than any local Evening publication in St. John. THE STAR sells on its standing as a newspaper. It is a fair and square fighter in the public interests, and St. John people know it. Its endeavours to present the news in a pithy, readable form is also appreciated by the men and women of this city, who feel they have not read all there is to learn of the day's happenings until the STAR has been thoroughly perused. This paper devotes no space to frothy uninteresting matters, but follows closely the policy—"All the news that is fit to print," as one big American paper has it. Its staff of reporters and correspondents are keyed up to the situation continually, and no tradition or custom interferes with giving the people all there is to know about the latest happenings in this wide world.

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