

THE HERALD

WEDNESDAY, APRIL 19, 1899.

PUBLISHED EVERY WEDNESDAY. SUBSCRIPTION—\$1.00 A YEAR.

JAMES MCISAAC, Editor & Proprietor.

Mr. Peters' Return.

When the Legislature opened on Monday last, Mr. Frederick Peters, of Victoria, British Columbia, was among the members who took their seats in the Legislative chamber.

Mr. Peters, it will be remembered, was Premier of this Province at the time of the general election in 1897, and was elected to serve as a member of the Legislature, for the Fort Augustus district.

But instead of attending to the duties devolving upon him as the representative of that district he resigned the Premiership, although still holding on to his seat, and turning his back on his constituents hid him across the continent and took up his abode on the Pacific coast, where the prospect of gaining gold is much greater than here.

From that time till the present, those who elected him to the Legislature remained unrepresented. Now he comes, at the eleventh hour and coolly takes his seat.

We may be very sure he does not do this for the sake of his constituents; but in order to do a service to his political friends, who saw certain defeat staring them in the face should this constituency be thrown open in consequence of Mr. Peters' remaining away any longer.

Reduced to short order the case stands thus: Mr. Peters was elected to represent the Fort Augustus district; but he turns his back upon it and ceases to be a resident of the Province; now he comes back and takes his seat without even saying to those who elected him: "By your leave."

Those who elected him are not taken into account at all, he simply comes to the rescue of the party utterly regardless of the rights of its constituents. Such is the nature of Mr. Peters' return to his native Province.

From the very start, somewhat after the fashion of Caesar's advance of the conquest of Gaul, by forced marches. Detective Backett's celebrated chase in search of Lady D'adcock, in Dickens' "Black House," pales into insignificance in comparison to the rapidity with which he was hauled from the Pacific to the Atlantic.

The Government of Canada places special trains at its disposal for the Intercolonial and Prince Edward Island Railway, and the steamer Stanley is ordered across the Straits on Sunday morning this great man over from Pictou.

You would almost imagine you heard a repetition of that everlasting "burry" of "Capt. Cheyne's notes in Kipling's "Captains Courageous," as the Lord's day was desecrated by the ordering out of steamers and railway trains for the conveyance of this wonderful man.

We would like to know what Premier Farquharson, Hon. Peter Sinclair and other strict Sabbatharian members and supporters of the Government think of this Sabbath desecration! Why was this rush? Simply in order that Mr. Peters might connect with the opening of the Legislature on Monday.

Are we to infer from all this that whenever our friends wish to consummate any scheme, all laws human and divine, that would in any way interfere, are to be set at naught?

The Stanley and Charlottetown. During last week, the question was frequently asked why the Stanley was not coming to Charlottetown. One excuse or another was given for the delay by those favoring the Government.

On Sunday she made a trip between Georgetown and Pictou and brought ex-Premier Peters to the island. On Monday forenoon the Steamer Princess of the Steam Navigation Company started from here to go to Pictou.

It was a venture and no one could conjecture what success she might meet with. In the early part of the afternoon notice was posted on the bulletin in the Post office that there would be no foreign mail on that day, and that the Stanley would start from Pictou on Tuesday morning.

Shortly afterwards word was received that the Princess had reached Pictou, then a second bulletin was posted to the effect that the Stanley had just started for Charlottetown. Surely for very shame, if for no other reason those charged with the movements of the Stanley felt themselves obliged to make a start when they found the Princess moored at Pictou after crossing over in a few hours.

Here we had the ridiculous position of the summer steamer leading the way for the steamer specially built for winter navigation. The Stanley came into this port about seven o'clock Monday evening. It is not much wonder that those in charge of her should feel quite cheap, coming in here in the track of the Princess.

Several reasons are given why the Stanley did not come here sooner, or until forced to do so in consequence of the presence of the Princess in Pictou. In the first place it is hinted that she was kept at the Georgetown and until Mr. Peters was safely landed on this side; for fear any delay might be caused by her possible detention in the straits; for then Mr. Peters would not be here in time to take his seat. Again it is said the railway department was largely instru-

mental in detaining her on the Georgetown-Pictou route; so as to give the railway a large freight traffic from Georgetown, and thus keep down the annual deficit. One or the other of these reasons may have caused the delay; but in any case the fact of her being kept so long away from this port shows how little Sir Louis Davies, Minister of Marine, cares for his constituents.

In the Dominion House of Commons on Thursday last E. F. Clarke, seconded by Dr. Hal, moved the following amendment: That this House do deem it expedient to inform His Excellency that in view of the wide-spread charges of incompetency, misconduct and corruption in the administration of public affairs connected with the Yukon it is the duty of the Government to appoint, without delay, an independent judicial commission to make a thorough investigation into that subject and report thereon. The debate is still going on.

Provincial Legislature. The Provincial Legislature opened with the usual formalities, on Monday afternoon last. His Honor the Lieutenant Governor having taken his seat, opened the session with the following SPEECH.

Mr. Speaker and Gentlemen of the Legislative Assembly: It gives me much pleasure to again meet you as representatives of the people of this Province in Parliament assembled.

Notwithstanding that the harvest of the past year was not as bountiful as anticipated, yet a fair Providence has bestowed peace and abundant prosperity upon our people.

During the past year as you are aware, her Majesty was pleased to appoint the Earl of Minto Governor General of Canada. It is a source of gratification that a gentleman knowing the wants and having the interests of this fair Dominion so much at heart has been sent to rule over us.

The increased interest manifested in Agriculture and Horticulture, combined with the success of our Dairymen, must be a cause of great satisfaction to all concerned and should call forth special legislation for the further encouragement of our farming population.

During recess, through the courtesy of the Minister of Agriculture, this Province was favoured with a visit from Professors Robertson and Macoun, of Ottawa. These gentlemen addressed several meetings in the three Counties, and the large attendance indicates that the farmers are alive to the importance of their honorable calling.

The information afforded by these addresses must contribute in a decided manner to the advantage of our people. In this connection, a measure will be submitted for your approval having for its object the appointment of a Dairy Inspector for Prince Edward Island.

In view of the proposed action of the Dominion Government to span the Hillsborough River with a Railway bridge, you will be called upon to participate in its construction in order that our people may have the double advantage of a railway and a general traffic bridge combined, thus doing away with our antiquated ferry system, its many attendant evils and expense.

A bill providing for this most important undertaking will be laid before you.

The decision of the Judicial Committee of the Privy Council, recently delivered, brings this Province within measurable distance of the realization of some of its long-agoed claims against the Federal Government. Measures are therefore being prepared which I trust will place this Province on a more substantial financial basis, and forever settle this much-voiced question which has for years been perplexing both the Federal and Local Governments.

You will also be gratified to learn that this decision of the Privy Council has revealed the fact that the Provincial Legislatures are the proprietors of the shore-shore, bays and rivers in the several Provinces, and that the Dominion has a legislative jurisdiction only in so far as England is concerned and is of no advantage whatever to Canada.

The Minister of Customs (Mr. Paterson) told us that the Government had a surplus, and whether Tory or Liberal we are all glad to hear that. But, Sir, when these hon. gentlemen have a surplus is it not time for them to think about reducing the taxes upon the people. They have preached in that line for a good many years, but I fear that when the Budget comes down, it will give evidence of another broken pledge in this direction.

The hon. gentlemen on the Treasury benches claim that there is great prosperity in Canada. It is perhaps worth our while to enquire as to what they have done to bring about the prosperity which they say exists. Well, it does not take very much study to discover that their policy has not tended in the direction of producing prosperity, because they have increased the taxation, and nobody will contend that that is conducive to the welfare of the people.

When the Government went out of power the taxation per head was about \$3.77, but these hon. gentlemen opposing have succeeded in increasing the taxation until at present

other matters as may appear to you to be for the public good. After his Honor withdrew, the routine work usual at the opening of a session was taken up. Hon. William Campbell, Mr. DesRoches and Mr. Reid, the members elected since last session, were introduced and sworn in, and the decision of the Court declaring vacant the seat of Meddie Gallant was read.

SPEECH. Delivered by A. C. McDonald, M. P., in the House of Commons on the 11th inst., during the debate on the address in reply to the speech from the throne.

(From Hansard) MR. A. C. MACDONALD (King's P. E. I.) Mr. Speaker, notwithstanding the long debate we have had on the Address in reply to the Speech from the Throne, I will claim the privilege of making a few remarks before the debate closes, and in doing so, Sir, I will just refer for a moment to some of the remarks that fell from my hon. friend the Minister of Customs (Mr. Paterson).

In the course of his speech he referred, like many of the other hon. gentlemen who preceded him, to the great prosperity of this country under Liberal rule. He also referred to the immense increase in the foreign trade of this country. With respect to this, Sir, I would just say that I wonder where the prosperity of this country would be today, I wonder where the trade would be today, if it were not for the continuance of the National Policy inaugurated by the predecessors of the hon. gentleman opposite.

I'LL TELL YOU THAT

Prowse - Bros.

ARE SHOWING A

Magnificent Assortment

OF

New Hats!

For Spring and Summer.

SEE OUR

NEW CAPS!

All sizes, All styles, All qualities.

PROWSE BROS.

The Stylish Hatters.

CHARLOTTETOWN SEWERAGE SYSTEM.

SEALED TENDERS addressed to the undersigned, will be received at this Office until noon, on Saturday, May 6, 1899.

For furnishing certain materials and performing the work necessary for the construction of certain portions of the Charlottetown Sewerage System, according to the specifications and plans to be seen at this Office, and also at the Office of the Engineer, Mr. Freeman C. Collins, 53 State Street, Boston, Mass.

Proposals must be on forms supplied from this Office; and each tender must be accompanied by a certified Bank Cheque for six hundred dollars (\$600), payable to the order of the Commissioners of Sewers and Water Supply. This cheque will be forfeited if the party declines the contract, or if it is not returned in case of non-acceptance of tender.

The Commissioners do not bind themselves to accept the lowest or any tender.

HENRY SMITH, Chairman.

Office of Commissioners of Sewers and Water Supply, Charlottetown, P. E. I., April 18th, 1899.

Charlottetown SEWERAGE SYSTEM.

SEALED SEPARATE TENDERS addressed to the undersigned will be received at this Office until noon, on Saturday, May 6, 1899.

For furnishing materials and performing work necessary for Building a Reservoir and Pumping Station, and for furnishing material and performing the labor in the erection of the Pumping Machinery.

For furnishing Cast Iron Manhole Frames and Covers and other Iron Work, and for erecting a Sewerage System, according to the specifications and plans to be seen at this Office, and also at the Office of the Engineer, Mr. Freeman C. Collins, 53 State Street, Boston, Mass.

Proposals must be on forms supplied from this Office; and each tender must be accompanied by a certified Bank Cheque for five hundred dollars (\$500), payable to the order of the Commissioners of Sewers and Water Supply. This cheque will be forfeited if the party declines the contract, or if it is not returned in case of non-acceptance of tender.

The Commissioners do not bind themselves to accept the lowest or any tender.

HENRY SMITH, Chairman.

Office of Commissioners of Sewers and Water Supply, Charlottetown, P. E. I., April 18th, 1899.

Farms for Sale.

The following farms are offered by private sale on easy terms:

90 acres on Souris Line Road, Lot 45, near Harmony Station, formerly occupied by the late Landlord McDonald, will be sold at a bargain.

63 acres on Souris River, Lot 46, formerly owned by the late Patrick O'Donnell, with buildings thereon.

78 acres near Cable Head, Lot 41, also other lands on Lot 42, formerly owned by Thomas Burge.

67 acres on Grove Pine Road, Lot 56, formerly owned by Mark McDonald.

60 acres on Grove Pine Road, Lot 56, also formerly owned by Mark McDonald, and situated a short distance south of the above farm.

76 acres on the Cartigan Road, Lot 38, formerly owned by Daniel Mooney.

60 acres on Lot 54, north of the St. George's Road, formerly owned by the late Patrick O'Donnell.

112 acres on Lot 54, on the north side of the Launching Road, formerly owned by August D. Campbell. There is a cheese factory on the corner of this farm.

About 30 acres near Cartigan Bridge, formerly owned by Thomas Garland.

68 acres at Drumore, Lot 37, formerly owned by Owen Wisp.

For further particulars apply at the office of James A. McDonald, Barrister-at-Law, Charlottetown.

April 12, 1899.—51

Tenders Wanted

Tenders will be received by the undersigned up to and on the 22nd day of April next, A. D. 1899, for the purchase of all uncollected book debts, promissory notes, judgments and accounts due or owing to the undersigned as assignee of the estate of Edwin McParlane. Each tender must be accompanied by ten per cent of the amount thereof, either in cash or certified cheque.

For full particulars apply at the office of Matthew & McLean, Souris, P. E. I., March 28, '99. (pp 3)

JOHN McLEAN, Assignee.

7 cases Men's and Boys' Clothing, just opened at J. B. McDonald & Co's.

The Always Busy Store

STANLEY BROS.

39 Cts. Per Yd.

The fame of our 39c. Dress Goods Sale has gone abroad. The variety and high grade of the goods offered has introduced it into hundreds of households in the country, as well as in the city. The people know a good thing when they see it—that accounts for the popularity of this sale.

This season's offerings include Navy Blues, Blacks, Light and Dark Fabrics, in Silk and Wool and all Wool, Clan Tartans, Fancy Mixtures, etc.

The greatest variety yet offered.

39 Cts. Per Yd. Send for Samples.

Stanley Bros.

IT PAYS TO BUY AT PERKINS'

Stylish, Graceful, Washable, Inexpensive.

The Latest Novelty Net Curtains.

Bobbinet Ruffled Curtains.

They are beauties. Come in and see them.

F. Perkins & Co.,

The Money Saving Store.

THE HERALD

WEDNESDAY, APRIL 19, 1899.

PUBLISHED EVERY WEDNESDAY. SUBSCRIPTION—\$1.00 A YEAR.

JAMES MCISAAC, Editor & Proprietor.

Mr. Peters' Return.

When the Legislature opened on Monday last, Mr. Frederick Peters, of Victoria, British Columbia, was among the members who took their seats in the Legislative chamber. Mr. Peters, it will be remembered, was Premier of this Province at the time of the general election in 1897, and was elected to serve as a member of the Legislature, for the Fort Augustus district. But instead of attending to the duties devolving upon him as the representative of that district he resigned the Premiership, although still holding on to his seat, and turning his back on his constituents hid him across the continent and took up his abode on the Pacific coast, where the prospect of gaining gold is much greater than here.

From that time till the present, those who elected him to the Legislature remained unrepresented. Now he comes, at the eleventh hour and coolly takes his seat. We may be very sure he does not do this for the sake of his constituents; but in order to do a service to his political friends, who saw certain defeat staring them in the face should this constituency be thrown open in consequence of Mr. Peters' remaining away any longer.

Reduced to short order the case stands thus: Mr. Peters was elected to represent the Fort Augustus district; but he turns his back upon it and ceases to be a resident of the Province; now he comes back and takes his seat without even saying to those who elected him: "By your leave."

Those who elected him are not taken into account at all, he simply comes to the rescue of the party utterly regardless of the rights of its constituents. Such is the nature of Mr. Peters' return to his native Province.

From the very start, somewhat after the fashion of Caesar's advance of the conquest of Gaul, by forced marches. Detective Backett's celebrated chase in search of Lady D'adcock, in Dickens' "Black House," pales into insignificance in comparison to the rapidity with which he was hauled from the Pacific to the Atlantic.

The Government of Canada places special trains at its disposal for the Intercolonial and Prince Edward Island Railway, and the steamer Stanley is ordered across the Straits on Sunday morning this great man over from Pictou.

You would almost imagine you heard a repetition of that everlasting "burry" of "Capt. Cheyne's notes in Kipling's "Captains Courageous," as the Lord's day was desecrated by the ordering out of steamers and railway trains for the conveyance of this wonderful man.

We would like to know what Premier Farquharson, Hon. Peter Sinclair and other strict Sabbatharian members and supporters of the Government think of this Sabbath desecration! Why was this rush? Simply in order that Mr. Peters might connect with the opening of the Legislature on Monday.

Are we to infer from all this that whenever our friends wish to consummate any scheme, all laws human and divine, that would in any way interfere, are to be set at naught?

The Stanley and Charlottetown. During last week, the question was frequently asked why the Stanley was not coming to Charlottetown. One excuse or another was given for the delay by those favoring the Government.

On Sunday she made a trip between Georgetown and Pictou and brought ex-Premier Peters to the island. On Monday forenoon the Steamer Princess of the Steam Navigation Company started from here to go to Pictou.

It was a venture and no one could conjecture what success she might meet with. In the early part of the afternoon notice was posted on the bulletin in the Post office that there would be no foreign mail on that day, and that the Stanley would start from Pictou on Tuesday morning.

Shortly afterwards word was received that the Princess had reached Pictou, then a second bulletin was posted to the effect that the Stanley had just started for Charlottetown. Surely for very shame, if for no other reason those charged with the movements of the Stanley felt themselves obliged to make a start when they found the Princess moored at Pictou after crossing over in a few hours.

Here we had the ridiculous position of the summer steamer leading the way for the steamer specially built for winter navigation. The Stanley came into this port about seven o'clock Monday evening. It is not much wonder that those in charge of her should feel quite cheap, coming in here in the track of the Princess.

Several reasons are given why the Stanley did not come here sooner, or until forced to do so in consequence of the presence of the Princess in Pictou. In the first place it is hinted that she was kept at the Georgetown and until Mr. Peters was safely landed on this side; for fear any delay might be caused by her possible detention in the straits; for then Mr. Peters would not be here in time to take his seat. Again it is said the railway department was largely instru-

mental in detaining her on the Georgetown-Pictou route; so as to give the railway a large freight traffic from Georgetown, and thus keep down the annual deficit. One or the other of these reasons may have caused the delay; but in any case the fact of her being kept so long away from this port shows how little Sir Louis Davies, Minister of Marine, cares for his constituents.

In the Dominion House of Commons on Thursday last E. F. Clarke, seconded by Dr. Hal, moved the following amendment: That this House do deem it expedient to inform His Excellency that in view of the wide-spread charges of incompetency, misconduct and corruption in the administration of public affairs connected with the Yukon it is the duty of the Government to appoint, without delay, an independent judicial commission to make a thorough investigation into that subject and report thereon. The debate is still going on.

Provincial Legislature. The Provincial Legislature opened with the usual formalities, on Monday afternoon last. His Honor the Lieutenant Governor having taken his seat, opened the session with the following SPEECH. Mr. Speaker and Gentlemen of the Legislative Assembly: It gives me much pleasure to again meet you as representatives of the people of this Province in Parliament assembled.

I'LL TELL YOU THAT

Prowse - Bros.

ARE SHOWING A

Magnificent Assortment

OF

New Hats!

For Spring and Summer.

SEE OUR

NEW CAPS!

All sizes, All styles, All qualities.

PROWSE BROS.

The Stylish Hatters.

CHARLOTTETOWN SEWERAGE SYSTEM.

SEALED TENDERS addressed to the undersigned, will be received at this Office until noon, on Saturday, May 6, 1899.

For furnishing certain materials and performing the work necessary for the construction of certain portions of the Charlottetown Sewerage System, according to the specifications and plans to be seen at this Office, and also at the Office of the Engineer, Mr. Freeman C. Collins, 53 State Street, Boston, Mass.

Proposals must be on forms supplied from this Office; and each tender must be accompanied by a certified Bank Cheque for six hundred dollars (\$600), payable to the order of the Commissioners of Sewers and Water Supply. This cheque will be forfeited if the party declines the contract, or if it is not returned in case of non-acceptance of tender.

The Commissioners do not bind themselves to accept the lowest or any tender.

HENRY SMITH, Chairman.

Office of Commissioners of Sewers and Water Supply, Charlottetown, P. E. I., April 18th, 1899.

Charlottetown SEWERAGE SYSTEM.

SEALED SEPARATE TENDERS addressed to the undersigned will be received at this Office until noon, on Saturday, May 6, 1899.

For furnishing materials and performing work necessary for Building a Reservoir and Pumping Station, and for furnishing material and performing the labor in the erection of the Pumping Machinery.

For furnishing Cast Iron Manhole Frames and Covers and other Iron Work, and for erecting a Sewerage System, according to the specifications and plans to be seen at this Office, and also at the Office of the Engineer, Mr. Freeman C. Collins, 53 State Street, Boston, Mass.

Proposals must be on forms supplied from this Office; and each tender must be accompanied by a certified Bank Cheque for five hundred dollars (\$500), payable to the order of the Commissioners of Sewers and Water Supply. This cheque will be forfeited if the party declines the contract, or if it is not returned in case of non-acceptance of tender.

The Commissioners do not bind themselves to accept the lowest or any tender.

HENRY SMITH, Chairman.

Office of Commissioners of Sewers and Water Supply, Charlottetown, P. E. I., April 18th, 1899.

Farms for Sale.

The following farms are offered by private sale on easy terms:

90 acres on Souris Line Road, Lot 45, near Harmony Station, formerly occupied by the late Landlord McDonald, will be sold at a bargain.

63 acres on Souris River, Lot 46, formerly owned by the late Patrick O'Donnell, with buildings thereon.

78 acres near Cable Head, Lot 41, also other lands on Lot 42, formerly owned by Thomas Burge.

67 acres on Grove Pine Road, Lot 56, formerly owned by Mark McDonald.

60 acres on Grove Pine Road, Lot 56, also formerly owned by Mark McDonald, and situated a short distance south of the above farm.

76 acres on the Cartigan Road, Lot 38, formerly owned by Daniel Mooney.

60 acres on Lot 54, north of the St. George's Road, formerly owned by the late Patrick O'Donnell.

112 acres on Lot 54, on the north side of the Launching Road, formerly owned by August D. Campbell. There is a cheese factory on the corner of this farm.

About 30 acres near Cartigan Bridge, formerly owned by Thomas Garland.

68 acres at Drumore, Lot 37, formerly owned by Owen Wisp.

For further particulars apply at the office of James A. McDonald, Barrister-at-Law, Charlottetown.

April 12, 1899.—51

Tenders Wanted

Tenders will be received by the undersigned up to and on the 22nd day of April next, A. D. 1899, for the purchase of all uncollected book debts, promissory notes, judgments and accounts due or owing to the undersigned as assignee of the estate of Edwin McParlane. Each tender must be accompanied by ten per cent of the amount thereof, either in cash or certified cheque.

For full particulars apply at the office of Matthew & McLean, Souris, P. E. I., March 28, '99. (pp 3)

JOHN McLEAN, Assignee.

7 cases Men's and Boys' Clothing, just opened at J. B. McDonald & Co's.

THE HERALD

WEDNESDAY, APRIL 19, 1899.

PUBLISHED EVERY WEDNESDAY. SUBSCRIPTION—\$1.00 A YEAR.

JAMES MCISAAC, Editor & Proprietor.

Mr. Peters' Return.

When the Legislature opened on Monday last, Mr. Frederick Peters, of Victoria, British Columbia, was among the members who took their seats in the Legislative chamber. Mr. Peters, it will be remembered, was Premier of this Province at the time of the general election in 1897, and was elected to serve as a member of the Legislature, for the Fort Augustus district. But instead of attending to the duties devolving upon him as the representative of that district he resigned the Premiership, although still holding on to his seat, and turning his back on his constituents hid him across the continent and took up his abode on the Pacific coast, where the prospect of gaining gold is much greater than here.

From that time till the present, those who elected him to the Legislature remained unrepresented. Now he comes, at the eleventh hour and coolly takes his seat. We may be very sure he does not do this for the sake of his constituents; but in order to do a service to his political friends, who saw certain defeat staring them in the face should this constituency be thrown open in consequence of Mr. Peters' remaining away any longer.

Reduced to short order the case stands thus: Mr. Peters was elected to represent the Fort Augustus district; but he turns his back upon it and ceases to be a resident of the Province; now he comes back