

THE HERALD

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scriptions.

THURSDAY last, Victoria Day, was generally observed as a public holiday, so far as this city is concerned at least. Business was, for the most part, suspended, and large numbers left town by steamboats and by regular and special trains for various parts of the Province and for Nova Scotia and New Brunswick. Judging the numbers that betook themselves, with fishing tackle, to the haunts of the trout, the speckled beauty must have suffered. Whether or not the different streams yielded a rich garrison to the anglers, we may be sure the wealth of fish stories have not suffered in comparison with those of former years.

The day was fine but by no means warm; indeed it was exceedingly cold for the season. Passing along on the train, one could not help noticing the effect of the cold backward weather on the fields. Although planting and seeding were fairly well advanced, the grass was very stunted, and the meadows lacked the freshness and verdure that we naturally look for when the season has advanced almost to the first of June. The fields generally speaking were of a leaden hue and appeared cold and sluggish.

The train for Summerside made its run in due time, without mishap. It was crowded at the start; but each station along the line claimed its quota of pleasure seekers and by the time Summerside was reached, there was quite a thinning out. Some made the round trip on the steamer, and several more pursued their journey further. The crossing was fine and smooth; but the wind was too high and too cold for enjoyment on deck. The splendid steamer Northumberland, under command of Captain McLean, crossed on schedule time, without a hitch. On these steamers passengers get a good Prince Edward Island dinner, an abundance of excellent food, well cooked and well served.

Close connections are made at Point du Chene, with the Intercolonial Railway, for St. John and other points. As the train sweeps along from Point du Chene to St. John, one could easily see that the season was further advanced than on the Island. The trees were fairly well covered with foliage, and such stretches of farming land as presented themselves along the river valleys were much greener and showed grass pretty well on. The scenery is different from that of the Island. One does not see such beautiful level fields and such a continuance of them as we have at home. Neither do we see such fine farm buildings nor such evidences of taste and comfort about the farmsteads. But here the scenes vary. The succession of hills, mountains and rivers make a pleasing prospect. The rivers were well filled with drives of lumber. In several places the lumber was packed in so that it piled up on the banks on either side. The head waters of the Kennebecasis soon come in view, and as the train advances the waters expand until they present themselves in the far-famed river, so renowned for the rowers and skaters who have trained on its bosom.

After a delay of half an hour at St. John, passengers for Boston are off on the Canadian Pacific. Although you run over three roads from St. John to Boston, the C. P. R., the Maine Central and the Boston and Maine, there is no change of cars. The C. P. R., runs for a considerable distance along the St. John River, and the scenery here is very beautiful. The train crosses into the States at Vaneboro, and the Maine Central carries you from there to Portland when you take the Boston and Maine to Boston. It is dark before you get to Vaneboro, and little more than daylight when Portland is reached. The nearer you come to Boston the further advanced is the season. The grass is several inches high and the grain is equally high over ground, trees are in abundant foliage and fruit trees are loaded with blossoms. The weather is not very warm, but is a vast improvement on what we had on P. E. Island on the 24th.

Winter Navigation of the Straits.

When the motion to go into supply was made in the House of Commons on Wednesday last Mr. Alexander Martin, M. P. for Queen's, raised the question of a winter steamship service for Northumberland Straits. Mr. Preston, last fall, visited Charlottetown and told the people there that a boat of 5,000 horse power would be built expressly for the Prince Edward Island service. It was now stated officially that the ship under construction would be only 2,250 horse power. An expert had been brought from England to draft the plans for the proposed ship, but his plans had been thrown aside. It further appeared that even the smaller and weaker new ship would not be placed on the Island route. The statement was made that she would be sent elsewhere and the Montcalm, which is inferior to the previous service, put on.

Mr. Brodeur said the Montcalm was a better ship than Mr. Martin supposed. She was all right and had done good service breaking ice on the St. Lawrence.

Mr. Martin—Then why not keep her there?
Mr. Brodeur—The Montcalm is the best boat there is in America. It had been charged that the Montcalm was extravagantly fitted out. Now they want more money spent. The Montcalm had 4,800 horse power.

Mr. Lefurgey said the indicated horse power of the Montcalm was 3,400 or only 1,000 more than the boats formerly on the route. The Montcalm was not all that was promised. This was a clear case of breach of faith, one of many where the government had been guilty in respect to Prince Edward Island.

Mr. Brodeur protested against the reflections on the Montcalm. She was not an old ship.

Mr. Martin—Will the minister say that the Montcalm was built for a service such as that of the Straits of Northumberland? Does he not know that the conditions there are altogether different from those of the St. Lawrence? He would tell the government that, small as the province was, it would not submit to such treatment. The Dominion had already paid damages to Prince Edward Island for breach of contract and the government here was incurring a much greater liability.

S. S. MONTCALM BE HELD.
LESS.

Mr. Lefurgey—If the minister knew the conditions on the Island he would not think that the Montcalm would be suitable. It was quite certain that the Montcalm would be helpless in the conditions that prevailed the winter before last. What was the good of describing the Montcalm as the most powerful boat in America when there was on Lake Huron, a boat of 10,000 horse power.

Mr. McLean, Prince Edward Island, said that reports of engineers and other information asked for and ordered had not been brought down. He had asked for plans of the ship now building, but could not get them. It was reported, however, that she was intended for winter service on the St. Lawrence, and in the summer would be used as a pleasure yacht for the ministers. For this purpose it was said she had six private staterooms and six bath rooms. That might be the reason why the plans were not brought down.

Mr. MacDonald, Pictou, interrupted to ask Mr. McLean if he had this information from his friend Lord of the government office in Charlottetown?

Mr. McLean said he did not. This colloquy led Mr. McLean to refer to an attempt, when the facts came to light, to have the names struck out.

Mr. MacDonald insisted that the government ought to provide a ship which would do the work whatever the cost.

Mr. MacDonald said that the applications of the men on the Minto were withdrawn at his request, his brother being the commissioner.

The committee rose and the house adjourned until Monday, next week.

The football game between the Victoria P. E. Island and the New Glasgow team on the 24th inst., was one of the greatest games ever seen on the grounds here. The Prince Edward Island team, on Saturday was counted a great game, a battle of the giants, and so it was, but Thursday's game surpassed it in intensity in a magnificent struggle at a heart-breaking pace with no dull moments, not an instant when eye and brain and body were not engaged in the struggle, and the "line" won and they deserved to. The while New Glasgow played nobly—played a great game, the men from "the little island" cleverly employed their brains and brawn. They played a heavier game than our men and won by a score of 18 to 0—New Glasgow 18 to 0.

Ottawa Weekly Letter.

THE BUDGET.

Big Surplus but More Debt.

Mr. Fielding's Miscalculations.—How to get clear of an extra \$110,000,000.—Wasted in the Yukon.—Stolen in the North West.

Squandered in the Marine Department.

Not a single New Market.—Canada for the United States Producers.—What Preston, Jury and Griffiths Think of each other.

"Forgers." "Scoundrels." "Thieves" are among the Terms used.—The modern Lazarus—His alliance with Preston revealed by stolen Letters.—The son-in-law and North Atlantic Company.

OTTAWA MAY 26th, 1906.

This was budget week. Mr. Fielding presented a financial statement containing little not already known from the blue books. He explained that the expenditure for the fiscal year 1904-05 was some \$2,000,000 more than he had estimated in his last budget, though the year had closed when he made that incorrect statement. When the accounts were all in he had found that the \$9,000,000 surplus, which he had expected had fallen to less than \$3,000,000. But in fact there was no surplus, for the debt increased more than \$5,000,000 during the year, which seems to have been something of a surprise to the Minister of Finance.

A GROWING DEBT.

We are now within a few weeks of the end of another fiscal year. Mr. Fielding expects to collect from the people \$7,800,000 more than he did in 1905. Even then there will be no decrease in the debt. On the contrary the minister thinks that there will be some increase in the debt during the year. Beside that part of the expenditure called consolidated fund, which is to be \$66,500,000, (if Mr. Fielding is not repeating his mistake of last year) leaving a so-called surplus of \$12,500,000, there is capital outlay of \$15,500,000. This of course runs away with the whole surplus and makes it necessary to borrow money.

LIVING TOO FAST.

The fact is that the government is living beyond its income and has done so in seven out of ten years since Sir Wilfrid Laurier became Premier. This is the more remarkable since Mr. Fielding has collected from the people \$370,000,000 in nine years, which, as Mr. Foster shows, is \$110,000,000 more than the revenue of the previous time. Mr. Fielding has got clear of this \$110,000,000 extra and has borrowed about \$3,000,000. This year Mr. Fielding expects to spend \$32,000,000, while, as Mr. Foster points out, \$42,000,000 was found sufficient in 1896.

WIDE OPEN.

Mr. Foster made it his business to consider how this change has occurred. The government has completed no great public work outside the ordinary services. Making allowance for development, the country must be paying much more than it did for the same services.

A few days ago a member, speaking of one department, said it was wide open, meaning that no guard or check was kept on payments, and that extravagance and plunder were common features of its administration. Mr. Foster showed by a series of examples that this might be said of the government generally.

THE SCANDAL OF THE YUKON.

There is the Yukon. The government of that district cost last year \$1,647,000 while the revenues from gold royalties, customs, excise and all other sources was \$379,000. More than three quarters of a million a year is sent from outside to pay for the government of the 8,000 people remaining in the Yukon. The government collects \$100 a year from each man, woman and child in that district and then sends in another \$100 to pay the rest of the expenses. It costs more to govern those 8,000 people, now orderly and well organized, than it did five years ago when there were between 30,000 and 40,000 inhabitants, including many lawless and desperate characters, and when the Yukon was producing \$27,000,000 in gold, whereas now it produces only \$3,000,000. The population of the Yukon is now that of a fair sized town, yet its government cost enough to run a populous province.

HIGH LIFE AT DAWSON.

The Interior department looks after gold mines and collects royalties and dues of all sorts. It cost last year \$476,000 for that department alone in the Yukon, which was \$68,000 more than it collected. This department maintains the ridiculous number of seventy officials to look after the 8,000 people. These officials have salaries and living allowances of nearly \$200,000. There is a chief commissioner at \$6,000 a year, and another \$6,000 living allowance, besides which \$10,616 was expended last year on the maintenance and furnishing of the house in which he lives. There is a gold commissioner at \$5,000 and \$1,100 living allowance, an assistant at \$4,000 and the same allowance, a registrar at \$4,000 and \$1,500 allowance, a controller at \$3,000 plus \$1,100, a land agent at \$2,400 plus \$1,100, and so on. The customs department costs twenty per cent of all its receipts, and employs thirty officers or one for every 250 people in the country. It costs more today to police the Yukon than it did with a disorderly population four times as large. No less than \$60 per head goes for police protection, besides another \$12 per head, or \$700,000 a year for the administration of justice. It will surprise the tax payers to know that for these 8,000 people they are paying three supreme court judges each \$5,000 salary and \$5,000 living allowance, a clerk costs \$4,000 plus \$1,800, a sheriff the same, the police magistrate \$4,000 plus \$1,400, and that their eight or ten other employees at proportionately high pay and allowances. The maintenance of the Dawson court house cost last year \$7,970, that of the administration building \$22,299. There is a postmaster at \$5,000 and \$900 living allowance, a superintendent of public works at \$4,000 and other officials in proportion.

THE LAND STEALS.

That is the Yukon story, and it is a sample of what goes on everywhere. Mr. Foster mentioned some matters in British Columbia and the west, speaking particularly of the theft of prairie land. One company, in which members of parliament were concerned, got 250,000 acres in 1902 for \$1.00 an acre, which they at once began to sell at \$6 to \$10. Another exploiter got hold of 36,000 acres of half-breed land which cost him less than \$1.00 an acre, and is now sold at \$8 to \$10. Thousands of homesteads have been fraudulently obtained by speculators and sold. Altogether millions of dollars that might have gone to the reduction of debt, has been won from the people of Canada by favored exploiters, with no benefit to the genuine settlers.

EASILY EXPLAINED.

Mr. Foster's review covered the case of the Arctic, which has cost \$300,000, and has accomplished nothing at all, since she never got beyond a port near the entrance of Hudson Bay. He spoke also of the Intercolonial deficit of \$1,700,000, contrasting it with Mr. Blair's prediction of large profits from the extension of the railway from Montreal. As a further illustration of Mr. Fielding's foresight, Mr. Foster called attention to contracts let on the Grand Trunk Pacific for \$35,000 to \$53,000 per mile, when Mr. Fielding had estimated the cost at \$24,000.

When these matters are considered and notice is taken of the exposure in the Marine and Fisheries and Immigration Department, it is not surprising that the cost of government of the whole country has doubled, and that there is very little to show for it.

TARIFF CRITICISM.

Mr. Coskash, who followed the Minister of Customs in the debate, does not find that the government has been more successful in opening up new markets, than in reducing the expenditures. During these ten years no country in the world has reduced its tariff against the Canadian goods, while many markets have been made more difficult of access. We are buying a larger percentage of our imports from the United States, and a smaller proportion from Great Britain than we did ten years ago, or twenty years ago. We are importing millions of dollars worth of goods, which ought to be made in this country. Such is the view of the member for Brandon.

THE IMMIGRATION SCANDAL.

By the appearance of W. T. R. Preston, commissioner of immigration as a witness, the enquiry into the North Atlantic Trading Company scandal has become a sensation. Mr. Preston's former connection with the Government machine in Ontario election campaigns is not forgotten and it was expected that he would be a clever witness. He was on the stand three forenoons this week, and steadily refused to disclose the names of the contractors who have secured \$300,000 of government money. In this secrecy he has the sympathy of the government majority in both committees. Mr. Fielding supporting his refusal in one case, and Mr. Fisher in the other, while there is a group of Liberal members on each committee always ready to object to questions which seem likely to bring out dangerous disclosures.

EXPOSING EACH OTHER.

But while not much progress was made in solving the mystery of the immigration contract a good deal has come to light about the methods and character of the officials whom the Government has appointed for its immigration work on the other side of the water. It has been found that while the Government here has solemnly

declared in parliament and everywhere that it is not encouraging or assisting the importation of artisans and mechanics, the chief immigration officer on the other side of the Atlantic has been giving all possible help to Lazarus, alias Leopold, the German Jew, who organized himself into a bureau in London for the purpose of shipping this class of people to Canada. Newspaper readers in this country are familiar with the stories of those who crossed the sea with assurance that work was ready for them, and who were left stranded and helpless in our streets. The name of Leopold's agency was frequently mentioned in connection with this affair.

PRESTON AND LAZARUS.

Correspondence now produced shows that this Leopold owed his success largely to Preston and to influence he was able to exert. Leopold's first London office was near to Preston. When Preston opened the new government offices he proposed to Leopold to come to the same building. Leopold had a branch telephone from Preston's office. Persons desiring to come to Canada, whom Preston would not send on his own account because the policy of the country was against it, were sent from his office to Leopold's room. Preston wrote two or more "strictly private and confidential" letters to the Allan line agent at Liverpool asking him to make Leopold a licensed agent of the line, and to pay part of his office rent.

WHEN CERTAIN PEOPLE FALL OUT.

This led up to another scandal. Mr. Alfred Jury was an active Liberal and labor man in politics before he was made governor, immigration agent at Liverpool. In this comfortable berth he did not agree with his superior, Mr. Preston. Mr. Preston says that Jury charged the government with expenses that were not incurred. Mr. Jury intimated that Mr. Preston and others had a gold mine for themselves in the North Atlantic contract. Mr. Jury got hold of Mr. Preston's private and confidential letter to the Allan agents. Mr. Preston says that he stole it out of the desk of the owner in the latter's absence, and he further observes that Mr. Jury is a scoundrel and Mr. Griffiths is another. The latter, according to Mr. Preston, is a receiver of stolen goods if not himself a thief, and is also a liar, a forger and a conspirator. Mr. Griffiths is the chief clerk in the office of the high commissioner, holding a position second only to that of Lord Strathcona himself. To this position he was recently appointed by the Laurier government. Mr. Griffiths has not failed to send to Canada his views of Mr. Preston's character, and defends his work in procuring and using the correspondence much as any detective would defend his own methods. Mr. Just, a former secretary in Mr. Preston's London office, seems also to have sent to this country an interesting and damaging statement concerning the immigration pricing scheme for which Mr. Preston and the former deputy minister Smart were responsible. In reply Mr. Preston charges that Mr. Just was himself not straight in money matters.

LAZARUS AND THE NORTH ATLANTIC.

A committee which is trying to unravel all these matters would have a considerable contract even if the government supporters would not obstruct the investigation. Mr. Ralph Smith of Nanaimo, a Liberal member, who is also a labor representative, took Mr. Preston rather severely in hand, as an examiner, confronting him with evidence of his connection with Leopold which the commissioner found it impossible to explain away. It came out also that Leopold was and is a regular officer of the North Atlantic Trading Company, which has been receiving a government bonus on many immigrants sent out by him. Another discovery made is that while Mr. Alexander, Mr. Preston's son-in-law, is the solicitor of the Trading Company, a brother and an uncle of Alexander are among those whose names appear as incorporators to the notorious Guernsey charter.

BRITAIN SHOCKED.

While this inquiry is exciting some attention in Canada deep interest has been taken in the matter in England. The London Standard, one of the leading English journals, devotes a column leading article to the scandal, dealing especially on the attempt to suppress the facts. This practice of concealment does not commend itself to the English opinion. The whole train of events is shocking to British notions of public morality.

A Noted Criminal.

New York, May 25.—Police headquarters in this city has received notification from Scotland Yard that Edward Gurnin, one of the best-known and most dangerous of the gangster and international crooks who have conducted their operations on both sides of the Atlantic, is in the toils again. Gurnin, who is about fifty years old, has a remarkable history. In 1888 he was arrested in London on a charge of robbing a bank at Lyons, extradited to France, and sent to 10 years penal servitude. About a year after his release from prison he was again arrested in connection with a daring safe robbery at the American Express Bank in Paris and sentenced to penal servitude for life, being transported to the French penal settlement at Devil's Island. About a year ago he and other convicts succeeded in getting away from the island on some kind of a raft. They landed in Dutch Guiana, after a long and hazardous voyage, in the course of which they were attacked by a shark, whilst Gurnin had to keep his companion in order by the aid of a loaded revolver. On landing he struck out on his own account, and after many thrilling adventures, he ultimately reached civilization again. A short time ago it became known to the police that he was probably in London. He was recognized and arrested by the same London police officer who had taken him up in 1888.

A despatch from Louisville, Ky., May 28th says: Nine persons were killed and twelve injured in a wreck on the Louisville and Nashville in the yards about half a mile from the Union depot here.

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In skirts we show you every stylish color and material including a nice line of light and medium greys, which will be so fashionable during the coming summer with white or light shirt waists.

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