

The Semi-Weekly Telegraph

VOL. XXXIX

ST. JOHN, N. B., SATURDAY, APRIL 20, 1901.

NO. 62.

THIS JAIL IS EASY, OLD HOME MONTH.

A Real Live Scandal in Amherst. Scheme Being Encouraged By Canadian Club.

THE TOWN IS STIRRED.

ott Act Offender Takes a Trip to Boston, When He is Supposed to be Serving a Sentence--Was Not in the Bars When the Police Committee Visited.

N. S., April 18--(Special)--up against a real live scandal circles. About two weeks ago O'Hearn was convicted of a third violation of the Scott Act, and to 30 days in jail. Stipendiary and issued a warrant for his arrest which was placed in Chief of Police O'Hearn's hands and it was supposed at that time that O'Hearn had fled to Boston since his arrest but the contrary were circulated and Councillor Reeves, a member of the police committee, called at the jail to enquire for the prisoner. John Acorn, an evasive answer and Reeves procured the aid of the sheriff, when Acorn acknowledged Tim was absent. An investigation was ordered. Brownell states the prisoner escaped and he was afraid to report. Much indignation is expressed by the members of the police committee, and the public generally. That some one is at fault there can be no doubt, and a searching investigation should certainly be made. It is said that O'Hearn had a visit to Boston since his arrest but on his return last evening he was placed in jail.

THE PROPOSAL.

Special Rates on Railways and Steamboat Lines to Enable Canadians in United States to Have Reunion in Native Provinces--Attractions Suggested.

Boston, April 18--The Canadian Club of Boston is pushing the proposition to establish an "Old Home" month for Canada. There are in the state of Massachusetts alone some 297,000 and in greater Boston about 112,000 Canadians and it is felt that a very large proportion of these would return and visit their native provinces, and a large number of tourists avail themselves of special rates on railway and steamboat lines, for a trip at that particular time. This would, of course, largely increase the volume of business in the summer between the United States and Canada.

In order to bring this subject to a successful issue, the Canadian Club has sent a letter to each of the boards of trade throughout the dominion asking co-operation and suggesting that each province select some suitable week, and arrange special features and attractions.

DOMINION PARLIAMENT GRAPPLING WITH TRANSPORTATION PROBLEM.

Sir Louis Davies Takes Strong Stand in Support of His Department--Tells of Proposed Expenditures--Lightship in Bay of Fundy--As to May 24 as Holiday.

Ottawa, April 18--(Special)--Before the orders of the day were called in the commons today, Mr. Maclean, of East York, asked whether the 24th of May was to be a public holiday this year.

The premier--There is a bill to that effect before the house.

Mr. Maclean--"I know, but the public would like to know whether the government will see that the bill is passed."

The premier--"The public will be informed in due time."

Mr. Letourgey, of East Prince, made a protest against the mail service to P. E. Island, especially as regards the west end of the island. He said that the mails were arriving 24 hours later than in winter.

Sir Louis Davies said that the difficulties were greatly magnified. Any delays were due to ice at Point DuChene Harbor, and to the fact that the service was in the transition stage between winter and summer navigation. He added that the service had never been so satisfactory as during the past winter.

The Transportation Problem. Sir Louis Davies resumed the debate upon the transportation problem. He did not deal with the general question, but confined himself to the charges against the condition of the lights and buoys of the St. Lawrence route, made on Wednesday by Mr. Bickerdike. He said that Mr. Bickerdike's assertion that not a dollar had been spent by the country upon the harbor of Montreal, left an unfair impression. It would lead to the belief that expenditure upon the St. Lawrence between Montreal and Quebec had been made by Montreal, while, as a matter of fact, it was made by the country. The amount was \$4,019,000.

Sir Louis next took up Mr. Bickerdike's special charges. He said if Mr. Bickerdike had justified the action of the insurance companies in raising rates, he, however, pointed out that Mr. Bickerdike had pronounced the lights on P. E. Island as good while he (Sir Louis) could say that statement was not correct. If Mr. Bickerdike's other statements were not true, then those with respect to P. E. Island count them very much.

Sir Louis took up the condition of affairs in the St. Lawrence between Montreal and Quebec. He submitted evidence to show that there had been no complaints of the buoy service on this part of the route. Incidentally he referred to a difficulty in connection with the pilotage experienced in former years and claimed that his bill passed last session upon this subject provided an adequate remedy therefor.

As to buoys the same was general below Quebec, and the river was well lighted from Montreal to the Atlantic coast.

Addressing Mr. Bickerdike he said that nothing was gained by belittling the St. Lawrence route. The Americans used this against the Canadian route and the insurance companies argued that they were justified in keeping up the rates. There was not a vessel lost on the St. Lawrence route from defective lights.

Mr. Bickerdike--"One of the honorable gentleman's colleagues said the Scotsman was lost through gross negligence on the part

of the officers in charge." Ninety per cent. of the vessels were lost because the captains refused to use the lead. He said that the evidence collected by commercial bodies in Montreal against the route was done with a view of attacking his department and the department of public works. Neither of these departments were permitted to give evidence. He had evidence from captains on the route which was of very much greater consequence than that taken behind doors.

In this connection the minister cited interviews which he had had with Captain Moore, of the Parisian; Captain James, of the New England; Captain Nichol, of the Bavarian; and Captain Wallace, of the Parisian. These all testified to the route being well lighted. However it was not intended to stop here; modern lights such as used in Britain and France would be substituted for those now in use. It was his intention this year to ask in all about \$400,000, to be expended in the St. Lawrence route. In this amount there would be \$80,000 for a light ship in the Bay of Fundy.

Nearly all the partial losses were on account of improvident and reckless trading. The charts used were British and were the best, and the tidal surveys were being completed. As to the current survey, it was abandoned because of the expense. In regard to the telegraph service, it was increased by 1,000 miles.

Mr. Wright, of Renfrew, asked if it could be well to introduce wireless telegraphy on Belle Isle as a means of promoting the safety of vessels.

The minister said his officers seemed to consider that the system was not sufficiently perfect. However, they were investigating a recent American system of warning in which he believed there was a great deal of value. The system was to place bells under the water at dangerous points and have receivers on vessels by which the vessels could not approach within a mile of rocks without warning.

Mr. Haggart, of Lunenburg, took a pronounced stand for Montreal as the dominion's port and the generous improvement of shipping facilities there and of the channel between there and Montreal. Mr. Haggart touched upon the evidence of pilots and captains submitted by Mr. Bickerdike, and intimated that these men could have no purpose to serve in deliberately making false statements in regard to the route.

Mr. Haggart then branched out into a warm advocacy of the advantages of the Ottawa and Georgian Bay canal.

Solicitor General Fitzpatrick and Mr. Maclean, of East York, followed.

Hon. Mr. Tarte spoke strongly in favor of the French river scheme and strengthening of the hands of the C. P. R. as the best means of encouraging export trade.

Kempt, Bureau, Kennell and Murray came under the debate, after which discussion on the subject ceased and the house adjourned shortly after midnight.

The Senate. The bill regarding the safety of ships came up in the senate today. Senator Mills said that the bill was greatly amended. It was now proposed to remove all restrictions on deck loads on vessels south of Cape Finisterre. The bill was discussed for a time in committee after which committee reported progress.

BRITISH DEFICIT LEADS TO DUTIES BEING IMPOSED BY PARLIAMENT.

Sugar, Molasses and Glucose Will Be Taxed--Export Duty on Coal--Income Taxes Raised--Deficit Is Over £50,000,000--The Situation Discussed.

Table with financial data: Estimated Expenditure, 1901-2, £187,600,000; Estimated Revenue, present basis, 132,255,000; Deficit, about 55,000,000; Income tax, increased 2d.; Sugar, duty 4s. 2d. per cwt.; Molasses and syrups, duty 2s. per cwt.; Glucose, 1s. 8d. per cwt.; Coal, export duty 1s. per ton; Anticipated revenue, these sources £11,000,000.

London, April 18--The exceptional interest taken in this year's budget statement was evidenced by the crowded condition of the house of commons when it assembled this afternoon. The members were unusually numerous, while the appearance of the galleries testified to the deep interest of the public in the fresh taxation proposals required to meet the expenditure for 1901-1902, which, according to a parliamentary note issued this afternoon, amounts to £88,010,000, inclusive of war charges, this being an increase of \$164,565,000 over last year. The national balance sheet for 1901-1902, as shown by the same paper, stands as follows: Revenue, \$651,925,000; expenditures, \$617,000,000; net deficit, \$386,035,000.

On the assembling of the house the chancellor, Sir Michael Hicks-Beach, announced the following increased taxes and new taxes proposed for the new demands upon the treasury:

Income tax, increased from 25 cents to 29 cents.

Sugar, a duty of \$1.04 per hundred weight imposed.

Raw sugar, polarizing below 98, is to pay a duty gradually diminishing, according to each degree of polarization, to a minimum of 30 cents at a polarization of 76.

Molasses, a duty of 50 cents per hundred weight imposed.

Glucose, a duty of 40 cents per cwt. imposed.

The budget does not provide an increase in the duties on beer, wine or tea, and there is no increase in the duty on spirits or tobacco.

The total expected yield of the new taxation is \$55,000,000, of which \$10,200,000 will be from coal.

Mr. Balfour, the government leader, indirectly announced the forthcoming loan, saying he hoped to introduce a resolution, which the chancellor of the exchequer, Sir Michael Hicks-Beach, when he rose and commenced the budget statement, was received with applause. His opening sentence was not promising. "During the last five years," said the chancellor, "we have been invariably able to congratulate the house on a general increase in the prosperity of the country, but the year 1900, especially the last six months, showed symptoms of a change. Our foreign trade during the year considerably increased, but in value rather than in volume."

The total receipts amounted to \$700,000,000, of which \$217,000,000 were for the cost of the war. The total amount in the south Africa and \$150,000,000 for China.

The chancellor of the exchequer proposed to suspend the sinking fund and borrow \$300,000,000, and asked for permission to extend the present borrowing powers on the consols. The loan will be in consols.

The deficit £33,267,000 showed that they had paid £15,413,000 out of the revenue for the cost of the war. The total amount provided by the state last year aggregated the enormous sum of £198,246,000.

"As to the national debt," said the chancellor of the exchequer, "it stands in painful contrast with last year. But the funded debt had decreased by £1,425,000. April first the national debt stood at £207,500,000, an increase of £55,000,000 on account of the war."

Turning to the present year, the chancellor of the exchequer said that the total estimated expenditure was £217,000,000, of which £55,000,000 was estimated that the revenue would be £132,255,000, leaving a deficit of about £55,000,000.

"How is this deficit to be met?" asked Sir Michael. "I will never be responsible for the fatal policy of paying the whole cost of the war out of loans without putting a reasonable amount on the tax payers of the day. The real difficulty, however, is not so much the cost of the war in South Africa as the operations in China, as they will increase our ordinary expenditure even if the war came to an end within three or four months (this statement caused cheering from the Irish members), or sooner than the honorable members suppose. Our ordinary expenditure would not permit of the remittance of the additional taxation proposed for war purposes last year. It therefore becomes necessary to put our expenditure on broader bases. The country has reached a point when it is necessary to widen the scope of taxation, but the direct taxpayers must bear their share of the burden."

"I propose that two pence shall be added to the income tax, making one shilling and two pence in the pound. The extra two pence will raise £5,800,000. There will be an addition to the beer

tax in the war which led to this extraordinary, disastrous and disgraceful financial situation. He protested against such taxation which, he said, imposed great injustice upon Ireland that already, as admitted by the government commission in 1893, was greatly overtaxed. He severely attacked Mr. Joseph Chamberlain and the war policy.

The average consumption of sugar is 56 pounds per head. Sugar is taxed in every other community in Europe and is taxed in the United States. In the country taxes remained on sugar long after the institution of free trade. What I propose is not a protective duty, but an adequate public necessity has arisen for some duty, of which the laboring classes should bear a fair share. The effect of my proposals on the price of sugar is doubtful, as the price of sugar is governed by the bounty system. I propose a duty on refined sugar of four shillings and two pence a hundredweight. A halfpenny pound would be four shillings and eight pence, so a margin of sixpence is left to cover the customs handling, etc. There is, therefore, no reason why a tax of four shillings and two pence should increase the retail price more than a halfpenny per pound. The graduated scale of taxation will be as follows:

Refined sugar, polarizing at 98, and upwards and which represents two-thirds of the total imports, would pay the full tax. This will diminish to a minimum of two shillings per hundredweight on raw sugar polarized at 76. This scale is only tentative and I am perfectly willing to listen to criticism and the benefit of experience and better knowledge.

The fluctuations in price, which are included in the grocery syrups consumed largely by the poor, pay two shillings per hundredweight, and glucose, which is used in the manufacture of jams and aerated waters, will have to bear a tax of one shilling and eight pence. I anticipate a net yield of £5,100,000 from this tax. The West Indies will not be exempt.

"My next proposal is a novel one unknown in this country for 45 years. It is in aiming to secure a revenue from coal. I am not sacrificing trade. The imposition of a shilling which is infinitely less than the fluctuations in price, will do no real injury to the coal trade, even supposing that the export of coal is checked. I am not sure that even that result will be an evil. From this source I expect to receive £2,100,000, making an aggregate of £11,000,000 from this taxation.

"My final balance sheet will be from taxation a revenue of £122,230,000, of which £183,002,000, a total of £143,235,000. I propose to reduce the expenditure by again suspending the sinking fund and borrowing £200,000,000 in order to finance the exchequer. I ask powers to borrow £200,000,000 by means of consols.

As to obtaining contributions from the Transvaal, Sir David Barbour's reports are not encouraging at present. I think the house will see that war has brought that country to the verge of ruin. (Opposition then greeted this remark). This can no longer be considered. The small war has cost £151,000,000; double the cost of the Crimean war. There was £57,000,000 of the unfunded debt redeemable within the next ten years.

"I have tried to put before the house a true account of our finances for the present and immediate future. In our time no chancellor of the Exchequer has had so difficult a task and none has had a more indulgent audience."

Sir Michael Hicks-Beach concluded at 6.41 p. m., amid loud applause, having spoken two hours and twenty-six minutes.

Sir William Vernon Harcourt complimented the chancellor of the Exchequer on the ability he had shown, declaring that his speech was characterized by honesty, a quality very much lacking in the conduct of the war, in telling the house and the country the truth in regard to the position.

The budget, continued Sir William Vernon Harcourt, was but a chapter in the disastrous financial history of the war. It was proposed to borrow altogether £127,000,000 more, four times as much as was borrowed for the Crimean war.

Sir William argued that England was not so strong now as she was at the close of the French war and declared in conclusion that it was the most disastrous statement that the Exchequer had ever made.

Mr. John Redmond, the Nationalist leader, asked what interest Ireland had

THE HOUSE DIVIDED.

Sugar and Coal Duties Adopted--Redmond Moves Prop on War Loans.

London, April 18--At 1.40 this morning, Mr. Balfour, the government leader, said it was necessary to pass resolutions to-night, whereupon the house divided on the sugar duty, which was adopted by a vote of 183 to 125. The coal duty was adopted by a vote of 171 to 127. On the resolution to authorize the war loans being put before the house, Mr. John Redmond moved to report progress.

Sir Michael Hicks-Beach assented and the house then adjourned.

FAIRLY WELL RECEIVED.

Sir Michael's Courageous Statement Extolled--Chamberlain Criticized.

On the whole the statement of Sir Michael Hicks-Beach, which was listened to by Mr. J. Pierpoint Morgan, among the others in the distinguished strangers gallery, and the chancellor of the exchequer is generally congratulated upon a just distribution of burdens. A heavier addition to the income tax had been expected and the fact that only two pence were added brought a feeling of relief.

The Liberals in the lobby declared that the budget proposals afforded them the best electioneering weapon they had for 20 years. One Liberal figured out that the war had cost £1,000 for every Boer killed.

In the course of an editorial on this point the Daily Mail reproaching the government with a failure to show gratitude to Queensland and Natal, says:

"A few words from the chancellor of the exchequer would have upset the whole business system. It does not seem to strike him that an infinitesimal decrease in the price of sugar would be a considerable compensation for driving the West Indies into the American union."

The coal duty, however, seems destined to excite the keenest opposition. It has created consternation in Wales and the north of England. The north country exporters to the continent assert that the duty will almost prevent effective competition abroad with Westphalian coal.

In South Wales it is urged that the duty will injure the miners and materially assist the United States and Germany.

The shipping interests which are very powerful in the house of commons, are also strongly opposed to the coal duty.

Together, although the government organs have little but praise for the budget, they faintly would admit that if the near future were to bring by-elections the result might be unfavorable for government candidates.

The entire press, Liberal and Conservative alike, is loud in praise of the courage, honesty and candor of Sir Michael Hicks-Beach's statement, which was delivered with great ability and lucidity but without any attempt at rhetoric.

The chancellor sketched the situation in hard, plain outlines. "I am at no transient popularity," he said. "I ask for no cheers and I expect none. I come to tell the nation the truth and the whole truth. It is necessary for the salvation of the nation that I should do so."

"You have had your feast. You have all, Liberals and Tories, been mad for rioting and expenditure. Now comes the reckoning and you may laugh or roar as you please."

In a brief peroration he added: "If you defeat our budget you will relieve us of an almost insupportable burden."

"Why not make Chamberlain Chancellor?" shouted Mr. Healey, while Mr. Redmond exclaimed: "There will be less 'making' after this."

Mr. Redmond's indication of Mr. Chamberlain as the real object of Sir Michael Hicks-Beach's unsparring exposure of the cost of the war policy was loudly cheered by the Liberals and the colonial secretary appeared anything but happy during the speech.

THE FAR EAST.

Story of Fire in Pekin Winter Palace.

OFFICIAL KILLED.

General Schwartzkopf, Chief of Staff, Fatally Burned--Incident More Serious Than Appears, Because of the Military Occupation.

Washington, April 18--The secretary of state received a cable message this morning from Mr. Squires, United States charge at Pekin, dated at Pekin April 18, saying that "winter palace occupied by Von Wallersee accidentally destroyed by fire. General Schwartzkopf, chief of staff, fatally burned."

This incident may prove more serious than appears on the surface. It is known from diplomatic communications received in Washington that intense feeling has been aroused among the Chinese over the occupation of the empress dowager's palace by Count Von Wallersee and his military staff. This was graphically set forth in a letter recently received here from one of the foremost officials at Pekin. He described in detail the manner in which the palace had been turned over to military use, and commented upon the indignity which it involved to the Chinese people and the imperial family.

Moreover, it is known that this military occupation of the imperial palaces was a moving cause for the rejection of all overtures for the return of the imperial family to Pekin. From the Chinese standpoint, it was impossible even to consider the return of the imperial family so long as the commander-in-chief of the allied forces was in actual occupation of the empress' palace.

Now that the palace is entirely destroyed it may have a bearing on the return of the imperial family.

Berlin, April 18--The body of General Schwartzkopf, it was announced this evening in a despatch from Pekin, has been found. The body of his dog was first found and it is supposed the general entered the palace to rescue the dog.

The suspicion of incendiarism is not borne out. It is believed the fire originated in the pantry near Von Wallersee's kitchen.

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PUMPED 80 HOURS.

Thrilling Experience of Nova Scotia Seamen.

CUT AWAY THE MASTS.

Schooner Gazelle Had Hard Time--Deckload Swept Overboard and Decks Washed of Everything Moveable--Rescue by Vessel from St. John.

Boston, April 18--Captain Herbert E. Warner and crew of five men of the British schooner Gazelle, which was picked up abandoned at sea and towed into Beverly Tuesday, arrived here this morning. Besides Captain Warner the crew included Louis Cahell, Steward Andrew Camoux, and Seaman David Therault, Thos. Buckley and Leo Gaudet. The story told by the men of their experience on the waterlogged vessel is thrilling.

The Gazelle, a two masted schooner of 121 tons net, sailing from Weymouth, sailed from Port Greenville, N. S., April 20, for this port, with about 15,000 feet of piling, part of which was carried on deck. When only a few hours out from port she experienced heavy weather in which the vessel sprang a leak, necessitating constant pumping from that time until her crew left her, a diminished hull.

For 80 hours the crew labored at the pumps to keep the vessel from filling and on Sunday when it became apparent that she could not remain afloat much longer, the masts were cut away in order to relieve her. Prior to this the deckload of piling had been swept overboard and the decks washed of everything constantly boarded her. The crew had rigged a distress signal, but no vessel passed close enough to see them. On Sunday, a sail was dispatched several miles away and the crew at once dropped over their boat and started to row to her.

Within a short time afterwards a fog set in and the schooner was lost sight of, and when it cleared she was located and finally reached after the men had rowed for some 24 hours. The schooner proved to be the Manuel H. Caza, Spanish bound from St. John, N. B., to Philadelphia.

The Gazelle's crew was nearly exhausted on reaching the Caza, but they were tenderly cared for and when they landed at Salem on Tuesday they had all recovered. They came to this city this morning and being in a destitute condition, were provided with a complete outfit by the British consuls, which will be sheltered at the Mariners' Home until they leave for Nova Scotia tomorrow.

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