THE HERALD

WEDNESDAY, MAY 18, 1892

ALL matter for publication in the HERALD should be in this office by noon on Tuesday. Persons wishing their advertisements changed must give us Saturday forenoon.

TOPICS OF THE DAY.

The total amount spent in this Province last year by the department of Public Works, Ottawa, in the repairs of piers, public buildings, etc., was about $20,000.

The revenue of the Dominion for the ten months of the current fiscal year ending on the 30th April, showed a surplus of $4,292,000. During the month of April the debt decreased $228,000. Not a bad showing, by any means.

Joseph Gauthier and Thomas Murray Grit members for L'Assomption and Pontiac, respectively, have both been unseated on appeal to the Supreme Court of Canada. It would not be surprising if the Government majority were increased as the result of these two bye-elections.

Since the bye-elections commenced the government has won 15 seats from the grits—equal to a change of 30 on a division. And three more gains are expected before the bye-elections are over. It may be mentioned, casually, that even Wilberforce Longley has abandoned the idea of defeating the government in the bye-elections. Indeed the grits at Ottawa are seriously considering the advisability of introducing a bill making bye-elections illegal.—*Halifax Herald.*

To hear the Patriot talk of the redistribution bill, recently introduced in the Dominion Parliament, as an "infamous gerrymander," is certainly refreshing. One would think that, after the carving of King's county by the Patriots friends following the example of Mowat in Ontario, the journal would be shy about the use of the word gerrymander. Ordinary prudence would suggest this; but there is no accounting for the cheek of some people.

The first of July next will be the twenty-fifth anniversary of the Canadian Confederation, and will, no doubt, be duly celebrated all over the Dominion. Great progress has been made in this quarter of a century of Canadian history. Vast regions of territory have been brought under Federal laws, the resources of the country have been developed and many noble institutions have come into existence. Possibly our own Province has benefited the least by Confederation; but we are not without hope of better things in the future.

Richard Hunt Esq., Summerside, has recently returned from Ottawa, wither he had gone, it is said, to discuss railway matters with the authorities. He says that Freetown Station will be re-opened, that the morning express will run to Tignish, that the regular train service will continue to Georgetown, and that the regular freight will run on the Cape Traverse Branch. If all this comes to pass it will be most satisfactory to the people of this Province, and, whoever shall be instrumental in bringing about such a consummation will deserve their grateful thanks.

The Dominion Parliament has adopted a resolution regarding the appointment of a Canadian representative at Washington, which reads as follows: "It is expedient that communications be opened with Her Majesty's government in order to bring about such fuller representation of Canadian interests at Washington and at the Capitals of other countries in which representation may be found desirable, as may be consistent with the proper relations which should exist between Great Britain and Canada." It is likely the Government, in accordance with this resolution, will arrive at a favorable understanding with the Imperial authorities at an early day.

On Wednesday last an election for the House of Commons was held in East York, Ont., left vacant by the death of Hon. Alexander McKenzie, ex-Premier of Canada. The contest was a hot one, and resulted in the return of Mr. W. F. McLean, Conservative, by a majority of 240 over Leslie, Grit. The late Mr. McKenzie won the seat from the Conservatives in 1882, defeating Boultbee, a former member of the House of Commons. He was re-elected in 1887, and 1891, the last time with only 26 of a majority. Personal sympathy for the aged statesman had much to do with Mr. McKenzie's election. But now, when the contest was conducted on purely political lines, the electors have returned to their first love and East York falls into line with the other constituencies to swell the majority for progressive Government.

Mr Davies makes some very peculiar remarks in the House of Commons. The other day he complained to the Government that his amendment to Mr. McNeill's motion in favor of preferential trade with Great Britain had been garbled in the English press in such a way as to place the Liberal party in a ridiculous light before the British public. Now, it is difficult to understand why any blame should attach to the Government for this; as it is well known that lying misrepresentations of the Government's policy are sent broadcast by cable agencies, as Sir John Thompson pointed out. But the report showed that Mr. Davies was just a little disingenuous in the matter. He read part of a letter from Reuter's agent explaining how the error had occurred; but he did not read the paragraph in the letter which said a correction had been made, until compelled to do so by Mr. Bowell. Just so. Concealing part of the truth is a favorite trick of those who wish to misrepresent their opponents.

It is satisfactory to learn that the Dominion Government have decided to complete the survey and borings of the Strait of Northumberland, which has been carried on for the past two years under the direction of Mr. Fleming, the engineer of the Canadian Pacific Railway. The survey and borings have been greatly retarded by the work being done by contract, which has been going on very slowly for the past two years. It is now proposed to have the work completed at once. The Government steamer Stanley and the dredge Minnie will be employed in the work. The Stanley will take the place of the sounding boat which was lost last year with six men, while the dredge will be employed in boring holes in the ice in the middle of the strait. At the ends and middle of the line of survey, holes to the depth of three hundred feet will be sunk and piped and the water allowed to fill them. This is for the purpose of determining the hydrostatic pressure. The survey is intended to be thorough in every detail, and will show the difficulties to be contended with from the water in building the tunnel. It is to be reported upon by Sir Douglas Fox before the end of October next, and if favorable, the Government will be expected to undertake the work. Let us hope for the best.

On Wednesday last Dalton McCarthy's bill to abolish the dual language and separate schools system in the Northwest was defeated in the House of Commons on the second reading by a majority of 99. There were 132 votes against and 33 for the second reading. The circumstances attending the vote were quite amusing. The bill was called a few minutes before six o'clock and Col. O'Brien asked that it be declared six o'clock, so that it could come up immediately after recess, when McCarthy would be present. This was agreed to. When the House met in the evening Mr. McCarthy moved the second reading of the bill and then opened his desk as if looking for his notes. Meantime some members cried "carried," others shouted "lost." McCarthy looked round and said "Yeas and Nays." Thereupon the Speaker gave the word "call in the members." The division bell rang and as many members as were within the precincts came into the chamber. Meanwhile Denison and others said they wanted to speak, but it was then too late. The vote was taken when 17 Conservatives and 16 Grits voted for, and 84 Conservatives and 48 Grits voted against the second reading of the bill. It is said to be the first time that a bill passed the second reading in the House of Commons absolutely without debate.

The London Daily Graphic, of April 23th, has the following encouraging note regarding the British market for Canadian horses: "At a time when Canada is asking the mother country to consider the question of a preferential tariff for Canadian exports, it may be of interest to know that one export from the Dominion to England is increasing and thriving. It is horseflesh, the market for which in the United States has been closed to Canadians by the McKinley tariff impost of 30 per cent on the declared value. It now pays better to export the horses to England, where, although the cost of collecting the horses and of bringing them over is considerable, the very good prices paid for them makes it fairly worth the while of the importer. The horses which pay the importer best are heavy draught horses, but those imported by Mr. R. W Ffolkes, of Acton, and which are for the main part hacks and carriage horses, realize very good prices. At the last sale, which was the sixth, the prices averaged £65, and the highest price realized was 160 guineas. Among the horses sold by Mr. Ffolkes yesterday were: Florence, a bay mare, sold for 75 guineas; Emperor, a black golding sixteen hands high, for 80 guineas; Tom and Jerry, brown goldings, a pair of well-matched carriage horses, for 140 guineas; Noble, a bay golding, for 110 guineas. The horses are farm bred, and are bred generally from English sires."

The Patriot has made several attempts to explain the shortage of $4,414-55, in the Land Office Report, as shown by Mr. Shaw; but the more it wrestles with the question the more admirably does it succeed in confusing the whole matter. Its latest attempt at explanation was in this fashion:

Balance due on open accounts as shown by the report of the Dept. 31st Dec. 1890		$411,880.67
Deduct cash paid into Treasury during 1891	$72,878.43	
Also reductions and allowance made in 1891, as shown by statements submitted to the House	$9,552.47	82,430.90
Balance		329,449.77
Add interest at 5 per cent on $329,449.77		16,472.48
Add new accounts opened in 1891 as per Com. Report	6,431.00	
Less cash received on same and included in years receipts	4,903.56	1,527.44
T'tal amount which should appear		347,449.69
Total amount shown by Com. Report		347,938.70
Balance in favor of Land Office		489 01

Our readers will please notice that the sum of $4,903.56 is made to do duty twice. In the first place it is deducted as part of the $72,878.43 paid into the treasury during the year 1891, and again it is deducted from the $6,431.00, which represent the new accounts opened during the same year. Now if this sum was in addition to the $72,878.43 it would be all right to deduct it in this latter case; but according to the Patriot's own showing it is included in the last named amount. Why, therefore add it a second time? A much simpler and plainer way to state the case would be as follows:

Balance due on open accounts as shown by the report of the Department on the 31st Dec. 1890		$411,880.67
Add new accounts opened during the year 1891, as shown by the Land Commissioners report		6,431.00
Total amount of open accounts		$418,311.67
Deduct cash paid into the Treasury during 1891	$72,878.43	
Add deductions and allowances made in 1891, as shown by statement submitted to the House	9,552.47	82,430.90
		$335,880.77
Add interest on above not including amount of new accounts, $329,449.77, at 5 per cent.		16,472.48
Total am't which should appear		$352,353.25
Total amount shown by Commissioner's report		347,938.70
Amt short X unaccounted for		$4,414.55

There can be no difficulty here; it is quite evident the sum of FOUR THOUSAND FOUR HUNDRED AND FOURTEEN DOLLARS is unaccounted for. The question which the people would ask the Commissioner of Crown Lands and the Patriot to answer is what has become of this money?

The Norwegian bark Henry, of Tonsberg, was wrecked on Sable Island Thursday morning, and six of her crew of 12, viz: the captain, mate, steward, carpenter and two boys, were drowned. The remaining six were taken to Halifax by the Government steamer Lansdowne. The Government agent at Halifax has chartered a schooner and will proceed to the island to bring off the remainder of the crew.

DOMINION PARLIAMENT.

Mr. Charlton's bill to secure the observance of the Lord's Day was considered in committee, on Monday the 9th inst. Mr. Tisdale said he was an advocate of provincial rights and that as the local government had dealt with all these matters included in the bill he was willing to leave the whole matters to them. He moved that the committee rise and after several speeches the motion was carried, 65 to 48. Mr. Mulock resumed the debate impeaching Judge Elliott. He went over all the charges against the Judge and condemned him for the action he took during the trial of the case in regards to voter's lists and more especially the writing of certain letters and articles to the press. Several speeches were made, Dr. Weldon of Albert delivering a severe rebuke to Mr. Mulock for the statements he had made concerning the case. Sir John Thompson then discussed the matter, after which the motion was put and lost by 70 to 92.

Tuesday when the House met and supply was taken up, Hon. John Haggart, Minister of Railways, gave a statement regarding the Intercolonial Railway. This statement contained the proposed changes on that road and the Island Railway, which are intended to restore the equilibrium between the expenditure and the receipts of the road. The total mileage, he said, was 1,356 miles, including 211 miles in P. E. Island. The maximum earnings of the road when the act was passed in 1889 90, and when the total length of the road was 971 miles, was $3,012,739. This same year the Short Line Railway was completed from Montreal, which, on account of the energetic management of the C. P. R. and also on account of better facilities for traffic, diverted a large amount of business from the I. C. R. This reason however did not account for all the difference between the expenditure and receipts. The number of trains were in excess of the requirements, while local freight was carried at a lower rate than on any other road. The regular passenger trains running exceed the number required. Notwithstanding that 174 miles have been added to the road the receipts were smaller than in 1889-90. There was a deficit of $684,946 in 1890 91 and a still larger deficit would be recorded for the current year. For the purpose of remedying these things and restoring the equilibrium between the receipts and the expenditure I may say that in the first place the employes of the road are 4,115. The contemplated dismissals will number 210. These comprise machinists, painters and the different employes required on a railway, including operators, etc. It is intended to reduce the train service by erasing one of the fast express trains between Halifax and St. John and several mixed and freight trains and the fast trains between Moncton and Chaudiere Junction. This reduction in the trains and employees will make a reduction in the expenditure of $513,000. He proposed to treat the Prince Edward Island Railway in a similar manner. The staff of that road, which had a mileage of 211 miles, consisted of 292 employes. He proposed to reduce the number of employes here by twenty and reduce the train service by 3,756 miles, taking off a train between Summerside and Charlottetown, and making the train on the Cape Travers branch tri-weekly instead of daily. This would enable him to make a reduction of $9,200 in staff and $9,300 on the train service, or a total reduction of $18,500. The traffic on this road was very light. There was the steamer express between Charlottetown and Summerside, carrying passengers and scarcely any freight. The train did not pay at all. In the autumn the freight cars upon the island were pretty fully employed, but in the other seasons of the year they were hardly used. The average loss on that road since 1875-1876 was $80,607 per annum, and he thought it was very difficult to reduce this loss materially. The heaviest loss occurred in 1882-1883, when the loss on that road was $106,063. The average earnings of the road were only $144,865, and the average working expenses were $255,473. The maximum earnings of the road were in 1890-1891, when they reached the amount of $174,258, and the maximum working expenses were in 1889 1890, when they cost $366,485. He intended to give those matters more consideration before making any recommendations, as the amounts involved would be very large. It had been stated that the printing and advertising in connection with the Intercolonial was double that of the Grand Trunk. He had to refute that statement in toto. He quoted the cost of printing and advertising for the I. C. R. and Grand Trunk, the former's cost being $68,045, and the latter's $146,250. The Grand Trunk's figures had been received from Mr. Sergeant, general manager of the road. He intended immediately after the session to go over the Intercolonial, and if any other decrease could be made, consistent with keeping up the efficiency of the service to which the people of the Maritime Provinces were entitled, he intended to make such reductions besides those he had already mentioned.

Wednesday, Mr. Charlton's Sunday observance bill was restored to the order paper for further consideration. Mr. McMillan (Huron) moved for copies of the report of Messrs. McQueen and Davey, British delegates who visited the maritime provinces last year. Sir John Thompson said the reports could not be submitted as they were not in the country. He asked that the debate be adjourned until they could be telegraphed for. This proposal was opposed by Charlton, Mulock, Casey, and other liberals. Sir John Thompson promised that another opportunity would be given to discuss the reports but Hon. Mr. Laurier protested. The debate was adjourned. Mr. Taylor's bill to prevent the importation of alien laborers was defeated without discussion.

Mr. Charlton's bill to suppress obscene literature and punish parties advertising means of procuring abortion etc., was read a second time, and referred to the special committee engaged in considering the consolidated criminal law. After recess a division was taken on Mr. McCarthy's bill to abolish the dual language and separate schools in the Northwest, and it was defeated by 132 to 33. The debate on McCarthy's proposal to appoint a Canadian agent at Washington was resumed by Hon. Mr. Tupper, who moved that all the words after "that" be left out and the following inserted: "it is expedient that communication be opened with Her Majesty's government in order to bring about such fuller representation of Canadian interests at Washington and at the Capitals of other countries in which representation may be found desirable, and as may be consistent with the proper relations which should exist between Great Britain and Canada." The amendment was accepted by McCarthy and carried.

When the House met Thursday, Mr. McCarthy moved that his Northwest bill, which was defeated the previous day, be read a second time on Monday, the 16th inst. He said that he and his supporters were a little taken by surprise last evening although he did not desire to blame the speaker and he wanted to make this motion as a number of parties would like to speak on the bill. In England, he said, the practice was after putting the yeas and nays and deciding whether the yeas or nays had it the motion should again be put before calling the members. Sir John Thompson could not concur with the motion being put without notice. After some further discussion on the matter the motion was declared lost.

Mr. Davies called the attention of the house to the fact that his amendment to McNeill's motion in favor of preferential trade with Great Britain had been garbled in the English press in such a way as to place the Liberal party in a ridiculous light before the British public. He read a letter from Reuter's agent explaining how the error had occurred. Mr. Mills said he believed the libel problem had been wilfully arranged. Hon. Mr. Bowell asked Mr. Davies if he had read the whole letter (laughter) and if he had not suppressed that part which stated that a correction had been made. Mr. Davies said he had read the letter in extenso and Mr. Tupper had quoted the portion of the letter. Mr. Davies said he had read the paragraph from the letter referred to by Sir John Thompson but he did not read the paragraph referred to by Hon. Mr. Bowell. He (Mr. Davies) had read the whole letter (laughter) and he had read the paragraph referred to by Sir John Thompson but he did not read the paragraph referred to by Hon. Mr. Bowell. Mr. Davies said he had read the letter in extenso and Mr. Tupper had quoted the portion of the letter. Mr. Davies said he had read the paragraph from the letter referred to by Sir John Thompson but he did not read the paragraph referred to by Hon. Mr. Bowell. Mr. Davies said he