

THE HERALD

WEDNESDAY, APRIL 27th, 1904.

SUBSCRIPTION—\$1.00 A YEAR, PUBLISHED EVERY WEDNESDAY JAMES MCSAAC, Editor & Proprietor.

Rev. D. B. Reid.

It is our painful duty to record today the demise of Rev. D. B. Reid of St. Joseph's, Kelly's Cross, which sad event occurred on Friday last at Hot Springs, North Carolina, whither he had gone a couple of months ago, for the benefit of his health. Father Reid was born at Hope River about 45 years ago. He made his classical course at St. Dunstan's College and pursued his philosophical and theological studies at the Grand Seminary, Quebec. He was ordained to the holy priesthood at St. John's, P. Q., on June 4th, 1850, by the late Archbishop Fabre, of Montreal. Rev. A. P. McLellan of St. Andrew's and Rev. A. McAnally of St. Ann's, Hope River, were ordained with him. After his return home, Father Reid was assigned to duty at St. Dunstan's Cathedral, where he remained for six years. During these years of arduous labor he never spared himself; but was a most zealous and earnest minister of God; ever at his post and unremitting in his endeavors to seek out and instruct the erring and careless and bring them to a better way of life; administering spiritual consolation to the sick and afflicted; preaching the word of God; administering the Sacraments, and doing everything possible to extend the kingdom of God. In 1896 he was appointed to the pastorate of St. Joseph's, Kelly's Cross, and St. Ann's, Lot 30. In this new field of labor, his pastoral zeal found ample scope. He completed the new Church, in course of erection; built a new parochial house and a new hall. At St. Ann's also he built a new church and hall, and made many other improvements. He was never very robust; the arduous duties of the ministry told on him, and in December last he was obliged to give up work and come to the Charlottetown Hospital, where he remained till March when he left for the Southern States with the hope of improvement. But it was otherwise ordained and on Friday last his spirit passed away. He was a pious, zealous and devoted priest; unsparring of himself in the service of his Divine Master and was beloved and esteemed by his brother priests, his parishioners and all who enjoyed his acquaintance. May his soul rest in peace.

His mortal remains are expected to arrive here from Picton this evening. The members of Branch 216 C. M. B. A., to which deceased belonged will proceed to the wharf on arrival of the boat. The body will be taken to the Cathedral, where the Divine Office will be recited, and some remarks made by Rev. Dr. McMillan. Tomorrow morning, a Solemn Requiem Mass will be celebrated, and afterwards the body will be taken to the railway station to go by train to Hunter River. From there the remains will be borne by carriage to St. Ann's Church, Hope River, his native parish, where the funeral will be held on Friday. His Lordship, the Bishop will officiate at the obsequies and celebrate Solemn Pontifical Requiem Mass. Rev. A. P. McLellan will preach the funeral sermon.

The Financial Statement.

On Wednesday evening of last week, the budget speech was delivered by the Leader of the Government, Hon. Mr. Peters. The Leader's speech was different from similar deliverances from Liberal Leaders in this Province, of late years. There was none of that assurance, that braggadocio which characterized the annual statements of our Liberal friends since they assumed power here 1891. The Premier's tone was apologetic, to such a degree that it seemed very much like his valedictory. Perhaps it was a valedictory; as there seems to be a very strong disposition on the part of the electors of this Province to grant the Leader of the Government indefinite leave of absence from his public duties, it does not himself anticipate their wishes and retire voluntarily. He devoted the greater part of his remarks to the questions of our representation in the Federal Parliament; the readjustment of Provincial subsidies and the Fishery Award. These questions are scarcely in dispute between the Government and the Opposition. But when it came to a question of meeting the estimated expenditure of the year, the Leader was obliged to confess the years transactions would show a deficit. The estimated expenditure is set down at \$32,583, and the Leader could not promise any more revenue than \$313,941. This leaves an admitted deficit of \$18,642. It is this whole of the deficit that may be expected it would not be so bad; but we may be sure, according to

the past record, the deficit at the end of the present year will be several times what the Leader anticipates at the start. We shall refer to this again.

After the Leader of the Government had delivered the budget speech, and the Leader of the Opposition, according to custom, had replied it was quite natural to expect some one on the Government side would continue the debate. But it would appear as if the Government would have been quite pleased to let the House go into Committee without further debate. The speaker was about to put the motion when Mr. McLean to save the debate moved the adjournment of the same. The debate was continued the following day and Friday and it seemed as if the Government intended to conclude the same and go into committee of supply Friday evening. Hon. Mr. Simpson had not spoken but he had been making extraordinary preparations and it was quite evident he was going to blow off Friday night. Mr. Arsenault was speaking at six o'clock and consequently had the floor when the speaker resumed the chair at 8.30. He concluded about 9.30, and Mr. McIsaac arose to address Mr. Speaker. A few seconds later Hon. Mr. Simpson called Mr. Speaker's attention to the fact that he (Mr. S.) was standing before him in all his mightiness. But Mr. Speaker ruled that he had heard Mr. McIsaac first. The last named continued the debate till about 11.30; consequently Mr. Simpson was confronted with empty seats and empty galleries to electricity, or nurse his speech till the following Monday. He chose the latter alternative.

Sessional Notes.

The proceedings in the Legislature during last week were fairly lively, and were not confined to matters of routine and private bill legislation altogether. On Monday afternoon, Mr. Mathieson moved his preferential trade resolution, and delivered a powerful speech in support of his motion. Mr. Mathieson's resolution was as follows: "Resolved that in the opinion of this House the prosperity of Canada would be greatly increased by a customs arrangement between Great Britain and her colonies whereby preferential trade would be granted by Great Britain in her markets to the products of the Colonies and a preferential advantage in the interchange of commodities prevail throughout the British Empire."

During the course of his speech in support of this resolution the Leader of the Opposition showed that we have or should have as deep an interest in this important matter as the same number of people in any other part of the Empire. He pointed out that the question of Imperial reciprocity had been submitted to the Legislature of this Province as early as the year 1888. In that year Mr. Alexander Martin, then a member of the Legislative Council, moved by way of an amendment to resolution introduced by the Hon. Mr. Rogers, now Commissioner of Agriculture, the following: "Resolved that in view of the repeated refusals of the United States of America to enter into a reciprocal treaty with the Dominion of Canada, it is advisable that negotiations should be opened with the Imperial Parliament to discuss and arrange terms whereby British productions shall be admitted into British colonies at a lower rate of duty than that imposed on the products of foreign countries, and that colonial products should have an advantage extended to them in the markets of Great Britain by placing differential duties on the productions of foreign countries, and that in the meantime the Dominion Government should exert themselves to extend closer commercial relations with the West Indies and other colonial possessions."

This resolution of Mr. Martin affords perhaps as good a definition of what is meant by Imperial Preferential Trade, as any that has yet been given. During the same session of 1888, Mr. John McLean, of Souris, now a member of this House supporting the Opposition, submitted to the House of Assembly, the following resolution: "That this House would regard with approval the establishment of reciprocal trade relations between Canada and the United States of America on the broadest basis consistent with the fiscal requirements of Canada and its independence as a part of the British Empire, and would hail with satisfaction the adoption of measures tending to secure between all portions of the Empire more intimate and advantageous commercial intercourse than at present exists."

From this it will readily be seen that Liberal-Conservative members of the Legislature of this Province have been pioneers in the field of Imperial Preferential Trade. Six years later the question was seriously taken up by delegates drawn from all parts of the Empire, assembled at Ottawa, when a series of resolutions embodying the idea were passed. The matter was further considered at the jubilee celebration in London, in 1897. The question was further discussed and a resolution passed at the Commercial Congress held in Montreal last year. The campaign of Mr. Chamberlain followed, the main points of which are fresh in the minds of all. Mr. Mathieson then pointed out in an elaborate argument, the line of cleavage between the two parties in 1888 and since that time, and produced abundant evidence to prove the benefit such trade arrangements as his resolution outlined, would be to the Empire, to Canada, and particularly to our own Province.

Hon. Mr. Gordon seconded Mr. Mathieson's resolution, and made an excellent speech. He referred in glowing terms to the sacrifices Mr. Chamberlain was making for the unity of the Empire, and the great work done by him in that direction. He next pointed out the necessity existing for mutual co-operation on the part of the Mother Country and the Colonies, now that the whole outside world is commercially opposed to Great Britain. While foreign countries continue to increase the export of their products to the free ports of Great Britain, they impose heavy restrictions on British goods imported into their markets. Imperial Reciprocity is what we need. Our Northwest can easily in a few years supply the people of Great Britain with bread, and the Colonies in general can supply in abundance, most of the requirements of the Mother Country, and on the other hand, the expanding markets of the Colonies will require a constantly increasing quantity of the exports from the Motherland. He expressed the hope that Chamberlain's prediction of a United Empire will soon be realized.

The Leader of the Government opposed Mr. Mathieson's resolution and moved it be amended by striking out all after the word "Home," and inserting in lieu thereof the following: "Preferential trade within the Empire would tend to unite more closely the colonies with the Mother Country and be of mutual commercial and political advantage provided no surrender of the autonomy of the colonies would result." "Further Resolved, That in the opinion of this House the voluntary action of the Canadian Parliament in extending Preferential treatment to the products and manufactures of the United Kingdom was an earnest of the desire of Canada to promote Imperial trade and unity; and the present fiscal movement in the Mother Country in favor of Preferential trade is largely due to the action of the present Government and Parliament of Canada."

Mr. A. J. McDonald expressed his regret that the Leader of the Government had turned this into a party question. He pointed out that all Canada is in favor of Imperial preferential trade. After dealing with the question of mutual preferential trade and pointing out the great advantage it would be to Canada, he moved that all after the word unity be struck out and the following inserted in lieu thereof: "But it is to be regretted that the Canadian Government while extending Preferential treatment to the United Kingdom did not endeavor to obtain a reciprocal advantage in the markets of Great Britain for the products of Canada. This was seconded by Mr. McKinnon.

The debate was continued on the part of the Opposition, by Mr. McLean, Mr. Mathieson and Mr. McIsaac on the Opposition side and by Hon. Messrs. Rogers and Simpson, and Capt. Reid and Dr. Watkinson on behalf of the Government. The debate was continued Tuesday afternoon when the amendment to the resolution was brought forward and the resolution as amended was carried all on a party division, 14 to 10 in favor of the Government.

The budget speech was delivered by Mr. Peters, Leader of the Government, on Wednesday evening last. He was answered in a vigorous and trenchant speech, by the Leader of the Opposition and the debate was continued by both sides until Monday evening of this week when the House went into Committee of supply. Speeches on the Opposition side were made by Mr. Mathieson, Mr. McLean, Mr. Morson, Mr. A. J. McDonald, Mr. Currie, Mr. Isaac, Mr. McKinnon and Hon. Mr. Gordon. The debate was quite lively for the most part.

Following are some of the questions asked the Government by members of the Opposition: Mr. Mathieson asked the Hon. Leader of the Government: 1st, if any contract or contracts has or have been made or entered into between the Government or any person or persons for supplying the Provincial Poor House with bread for the present year, 1904? 2nd, Was such contract let by tender? If so, what notice was given of such tenders and what tenders were received? From whom? and for what quantities, quality and price. 3rd, If no such contract for the said year had been made, who were the persons supplying bread to the said Poor House since the first day of January A. D. 1904, and upon what terms as to price and quality. 4th, Also, similar questions for the year 1903.

Mr. Mathieson, asked the Commissioner of Public Works, whether any claim has been made on his Department, by or on behalf of Farquhar D. Campbell for payment for 2.8-10 acres of his land taken by the Government in improving and building Loyalist Road, Lot 54, or about the year 1893. Also what action, if any, does the Department intend to take with respect to this claim? Also to lay on the table of this House all correspondence with respect to said claim.

Mr. Arsenault asked the Hon. the Commissioner of Public Works to explain how the items \$11.82 and \$1.50 same to be paid to R. A. MacDonnell and why. Also if Wellington Road Bridge and the Clement's Bridge were sold by public competition, or done by day's work.

Mr. Arsenault asked the Hon. Commissioner of Public Works to bring down on the table of this House a detailed statement of how the items \$19.00, Basking Inlet, District Nos. 5 and 6 Prince County; also \$217.75, Basking Inlet District No. 10 Prince County were made up.

Mr. A. J. McDonald asked the Commissioner of Public Works to lay on the table of this House a statement showing 1st. The names of the several road inspectors for the year ending 1st March, 1904, to whom balances were owing on the 31st day of December, 1903, and the amount owing to each respectively; also the names of the said inspectors, who have been paid since the 31st of December, 1903, and the several amounts paid to each. 2nd, The names of the road inspectors appointed for the year ending March 1904. 3rd, The names of the persons having the charge of the bushing of ice (1) on the Cardigan River (2) on the Brudenell River, during the last winter. 4th, The names of the persons who were employed to bush the ice on said rivers respectively.

Hon. Mr. Cumiskey said that this was the first time he had heard that this was not done. All the Road Inspectors had instructions to do the work.

Mr. McKinnon asked the Commissioner of Public Works if it is the intention of the Government to open a new road or repair the old road on the North side of Bay Fortune.

Mr. McIsaac asked the Commissioner of Public Works to lay on the table of this House a copy of plans, approved for the estimate of cost made by or for his Department respecting a proposed new bridge across the Morell River; also a copy of the advertisement calling for tenders for the construction of said bridge, and of all tenders received for the same. Also a statement showing in detail the amount expended on a survey for the said bridge and for all work and expenditure connected with the said proposed bridge. The said statement to show the names of the persons to whom payment was made, amount paid to each, and the time during which each person was employed. Has any contract for the construction of said bridge been entered into? If so, with whom and on what terms? If no contract has been entered into what action does the Government propose to take in the matter?

Mr. Morson asked the Leader of the Government if School District No. 143, in King's County, was established because it was considered that such district was necessary for the accommodation of the pupils now residing in such district, or was established because certain of the ratepayers in such school district had signed a paper pledging themselves to vote for the candidates of the political party that would establish such district?

Our Ottawa Letter.

THE WEEK IN PARLIAMENT. The Grand Trunk Pacific debate engaged the attention of Parliament during the almost entire week. The opposition put up a vigorous fight against the deal, which involves an expenditure of \$151,000,000 and leaves almost nothing to the country, whereas the Grand Trunk will be placed in possession of a road built by Canada and used to develop the port of Portland.

Not only that, but it means a debt of \$150 for every Canadian family. The Conservative party made it perfectly plain that they stood for the building of a road which will be controlled by the people and operated in their interests. If the construction of a second transcontinental road is to result in lasting advantages to the country, the opposition demand that the electors, and not a few select persons who stand in well with the leaders of the party in power, shall reap the full benefit. The idea of government ownership was ridiculed by Sir William

Mulock, who does not desire to see the people of Ontario and the Northwest get the benefit of the low freight rates which prevail along the Intercolonial railway.

Hardly any defence of the measure was offered by the government, who find it impossible to induce many of their followers to offer a word in its favor.

Speeches in condemnation of the wild policy of the government were delivered by Messrs George Taylor, M. K. Richardson, T. Chase, Casgrain. Dr. Daniel, S. E. Gourley, James Clancy, and E. A. Lancaster. They favored a policy of the solution of the transportation question along lines which will open up the West and advance Canadian lake and sea ports, at the same time reserving to the people the control of the great trade arteries which they are called upon to establish.

IS THERE TO BE AN EASTERN SECTION?

Does the Government intend to proceed with the construction of the Eastern section of the Transcontinental Railway? It would seem that the shareholders of the Grand Trunk Railway Company were not troubled about that division of the road. In a stenographic report of the speeches at the recent meeting of the Grand Trunk shareholders, the Eastern section is only mentioned once, and that by an opponent of the scheme, Mr. Allen, whose father resigned his position on the board of directors rather than swallow the plan to build a line through a wilderness concerning which there is so little information. The Grand Trunk Company would not tolerate too much talk about the Eastern division and the astute Mr. Hays who was piloting the deal through very carefully refrained from holding up the red rag oftenest necessary. And it must not be forgotten that this is the section which the people of Canada are to pay for. Mr. Allen spoke of some 500 miles of it as probably premature. He did so having reference to a private memorandum which had been handed out to the Grand Trunk directors. That 500 miles would be the portion from a point near North Bay to Quebec and Montreal. This means that all the Grand Trunk care to do is to get their Western freight as far as the great lakes, where it can be delivered to their United States connections and taken to Portland. It is self evident that there is little faith placed in the earning power of the Eastern section by those who are familiar with railway matters. Mr. Blair, the choice of the Premier for first railway honors in Canada, and the Grand Trunk shareholders meet on common ground in this respect. So far the Government has refrained from clearing up this point. It is of supreme importance that the situation should be explained at once. Is the Eastern section to be built? It is up to Sir Wilfrid to explain.

WHERE THE CONSERVATIVES STAND.

In the West the Liberal press dare not state the Conservative policy as announced by Mr. R. L. Borden, the leader of the party, but seek to hide the real issue by deliberate misrepresentation. The Liberals dare not frank in this matter which means so much to the grain raisers of Canada and in order that there may be no misconception as to where the Conservative party stands, the following from Mr. Borden's speech should be read by residents of the West:—"But, Sir, I am prepared to go even further, and I say that rather than enter into the present contract, I believe it would be infinitely wiser and more in the interests of this country that the government should itself immediately construct a line from Winnipeg to the coast." Mr. Borden also advocated the extension of the Intercolonial railway to the Great Lakes and to the city of Winnipeg, thus affording to the people of the West the advantages of the low rates on freight which prevail in the East and which Hon. A. G. Blair has shown in a private memorandum to the government mean an immense saving to that part of the country through which the Intercolonial is now operated. In stating that the Conservative party is opposed to the extension of the railway system of the West the Liberals assert something that they have not the courage to say on the floors of Parliament. Among the papers to state that Mr. Borden is opposed to the building of another line of railway in the West is the Edmonton Bulletin the organ of Frank Oliver, M. P. who professes his belief in government ownership and deliberately crosses the first advocacy of that policy to be belied. It is impossible to believe that such tactics will have any effect in the West. If the Liberal party is forced to stoop to the common practise of lying to bolster up their pet scheme their case must be a hopeless one in the West. It is commended to the intelligent electors in all parts of

Canada as a policy which will not bear the light of truth. Let any man read Mr. Borden's words and determine for himself if there is no railway development in the West.

TO BUILD UP AMERICAN PORTS.

One of the serious features of the Grand Pacific amended contract is that it contains no provision to compel the Grand Trunk Railway Company to ship freight originating along the new line through Canadian ports. Last year, when the question was debated in the House, the opposition called upon the government to make it impossible for the Grand Trunk to build up Portland, its United States port, at the expense of our own Atlantic ports. The government declined to do so, however, because they claimed that no amendments could be made at that time. The whole question has been opened up since then but the interests of the Canadian cities were ignored. Mr. Fielding last session admitted as shown at page 12,188 of the Hansard that the only guarantee the Government had that the freight would be carried through Canadian channels was that the patriotism of Canadians would lead them to ship their produce via St. John and Halifax. At page 9014 it will be seen that Mr. Fielding sagged at the idea of Halifax getting any of the grain which will be brought down from the West. He declared emphatically that Halifax could not hope to compete with Portland. Yet knowing that the Grand Trunk intend to take their freight to a United States port, the ministers' one and all refrained from making due provision for the protection of the interests of the Atlantic seaports, the Grand Trunk is free to do as it sees fit with the money of the people of Canada and already the citizens of Portland are congratulating themselves on their good fortune at having such a splendid developer of their city furnished at the expense of this country. The Conservative party seeks to make the Government responsible for the advancement of the ports with which it has so generously endowed this country but the Liberals insist upon carrying out a policy which allows a private company to place the business of the new road where it will be to the advantage of the Grand Trunk shareholders. The Maritime Provinces, if this present contract is carried out, can never hope to profit by the construction of the new line.

GOVERNMENT SOUTHERNIZES ITSELF.

When the Grand Trunk Pacific contract was introduced on July 30th, 1903, by Sir Wilfrid Laurier, it contained a provision by which the \$25,000,000 worth of common stock to be issued by the Grand Trunk Pacific should be secured and held for a period of fifty years by the Grand Trunk Railway Company as a company. It was clearly stipulated that under no circumstances could the Grand Trunk directors place this stock on the market for purposes of speculation. This was undoubtedly a wise provision and minister after minister pointed out the advantage of throwing such a safeguard about the prospective patrons of the Grand Trunk Pacific Railway. Hon. W. S. Fielding, its financial expert of the government, pointed out again and again in most emphatic language, that it would be an outrage to permit this stock to be sold in the open market so that the railway in question would be in a position to claim for it dividend earning rights. The Prime Minister and Mr. Fielding solemnly assured the House and the country that the government would never consent to that stock being dealt in by speculators. This was the understanding when Parliament was dissolved on October 24th, 1903, yet what do we find? On February 18th, 1904, less than four months afterwards, the government entered into a new contract with the Grand Trunk, under which it agrees to allow this stock to be sold in the open market and to be imposed for all time to come as a burden on the people of Western Canada. Was there ever such a remarkable violation of the confidence of the public as this? Here we have the government calmly consenting to an arrangement which they denounced in the strongest language at their command, simply because they have allowed themselves to be dragged this way and that way for political considerations. The government has completely sold itself in this matter and has held fast to the reins, and scores of all who believe in at least a semblance of sincerity in dealing with public issues.

A DISREPUTED MINISTER.

Sir Wilfrid Laurier presented the country with an unusual spectacle the other day, when he ignored his Minister of Railways, Hon. H. R. Emmerson, and himself announced the railway policy of the government. Last year the Premier tried to do the same thing, but on that occasion he had to deal with a different man and the attempt to stifle Hon. A. G. Blair resulted in that gentleman's resignation and the denunciation of the whole deal. Mr. Blair did not concur in the policy which Mr. Hays has kindly prepared for the government and to the Premier undertook to carry out the scheme behind the back of his responsible minister. To-day he is doing the same thing with Mr. Emmerson and considerably more success is attending his efforts. Mr. Emmerson is not only sitting quietly and behaving himself like a good boy but it is safe to predict that he will vote against the Conservative policy calling for the extension of the Intercolonial to Georgian Bay and the West. That was one of the dreams of Mr. Blair's administration, and the proposal was openly advocated by Mr. Emmerson in the railway committee of the House of Commons last session. Curiously enough, the same opportunity is presented to the reigning railway expert to emulate the course of his predecessor, and prove to the people of Canada that he is a man worthy of the great confidence reposed in him. Mr. Emmerson believes that government ownership is necessary for the proper development of the resources of the country. It is, therefore, of primary importance for him to take a strong stand on this occasion, and before it is too late, insist upon the government doing what he, as the railway adviser of crown, feels should be done. Mr. Emmerson has the chance of a lifetime to show the country that he cannot be coerced into doing what he knows will, for a century at least, prevent Canada from carrying into effect a policy of government ownership of the people, for the people and by the people.

MEET ME AT THE ALWAYS BUSY STORE

The Latest Ladies' Hats! AT Stanley Bros. On Saturday We Opened an Elegant Lot of Black, White and Colored Chip and Chiffon Hats. These are the very newest shapes and represent the tip top of style. We Would Like to Show You These Hats. You cannot help but like them. The most fastidious can get suited here, and the prices are most reasonable. Miss Jackson, Our New Milliner, Is turning out splendid work. Give her a trial order. We guarantee you satisfaction or no sale.

Stanley Bros.

Special Sale OF Washable Silks! At 25c. per yard. Saturday morning we place on sale a line of very pretty wash silks suitable for waists, at the very low price of 25c. per yd. New Kid Gloves! We are now showing our new kid gloves in all the New & Leading Shades \$1.10 and \$1.35. SPECIAL SHOWING OF Ready-to-Wear HATS! On Saturday morning. Be sure and see them. F. Perkins & Co. "THE MILLINERY LEADERS."