

THE HERALD

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An Unenviable Record.

After seventeen years of maladministration, extravagance and general failure, it surely requires no little temerity on the part of the Provincial Government and the members supporting them, to ask the people for a renewal of confidence. As we have frequently pointed out, they have utterly failed to accomplish what they promised, and have persisted in doing that which the people wanted them not to do.

people, the money of the taxpayers. Those who receive any public money for work performed, are themselves contributors to this money in the shape of taxes; consequently they are under no obligation to the Government for whatever they get in this way. Surely a Government and a party with a record such as we have described, cannot hope to deceive the electorate of this Province any longer.

The Service Degraded.

The Character of a Government may be judged by its appointments to important and responsible public positions. An administration which appoints disreputable or dishonest men to the public service, or retains and promotes officials who have been proved unworthy, cannot be credited with good intentions. The Laurier administration has appointed, kept in office and promoted a large number of persons who should never have been placed in any public position, and whose only qualification for appointment or reward was a kind of party service which reflected discredit upon themselves and upon the party to which it was rendered.

For party services John Nixon was made land agent and caretaker at Macleod. It was found on investigation in 1905 that in four years preceding Nixon had retained for long periods, various sums of public money, that his accounts were missing or mutilated, dates of payment falsified, and cash receipts not accounted for. The investigation was held by R. E. A.

salary he assisted in the last Alberta election by distributing beer and other articles among the Galician electors. These affidavits were sent to Mr. Oliver, as head of the department, but he refused to take action or to make investigation, and retains Wagner in office.

Shortly before the elections of 1904, the P. O. Inspector reported a shortage in the accounts of W. J. Dobby, Postmaster of Thessalon. Investigation revealed a default of over \$1,100, which sums the officer was reported to have applied to his own use. The Inspector's recommendation of instant dismissal was carried out, but the member for the county got in his work and the record was changed to one of resignation. Dobby worked hard for the Government in the Federal and Provincial campaigns following, and was then restored to his office, the pay of which he had drawn during the whole period of resignation. The salary of his office is \$1,070.

W. T. R. Preston needs no introduction. Mr. Preston is known as the constructor and operator of the Ontario campaign machine, the character of which has been revealed by the evidence of Pritchett in the London conspiracy case, by the West Elgin confession, by the Brockville and Huron revelations, by the bogus ballot box episode, and many similar events. After the West Elgin case Sir Wilfrid sent Preston to England as Chief Immigration Commissioner, salary \$3,000, a free house and other perquisites. There Preston evaded the North Atlantic Trading Company, whose operations constitute one of the greatest swindles of modern times and cost the Country \$867,245. After Preston's activities had involved the Government in endless disgrace and trouble, and when he was wanted at Toronto to give evidence in the London conspiracy plot, he was sent off to Asia at \$3,600 a year salary, with expenses on an Oriental scale.

J. B. Jackson an Ingersoll lawyer sought evidence against a Conservative member, and was proved to have offered \$2,000 to one man to procure such evidence true or false. He paid \$10 to

H. A. Lemieux was in 1896 a customs officer at Montreal, salary \$1,000. His son was the Liberal candidate in Gaspe and the father obtained leave of absence, went to a Magdalen Island poll where under the assumed name of Lamirande he acted as the sworn representative of his son, signing the documents and taking the oath and receiving the power-of-attorney in the above false name. Formal complaint was made to the Minister of Customs; but this officer refused to take action for two years and then declined to investigate because the matter was old. In the House Sir Wilfrid Laurier pleaded that Mr. Lemieux "travelled incognito like the Prince of Wales," and that the indiscretion might be viewed with leniency as due to paternal affection. It was so leniently viewed that H. A. Lemieux was made assistant inspector in 1901, and his salary was raised in the next five years to \$1,500, \$2,000, \$2,250, and finally to \$2,400.

Some Others. Zachens Hall, a Postmaster in Annapolis was found guilty of bribing voters in elections. He was convicted and fined but retained in office until the matter had been repeatedly brought up in Parliament. W. L. Nichols, who was returning officer polled the votes of the forty passengers of the famous Minnie M., got the office of Indian Agent at the Sault at \$1,000 a year. D. F. McDonald, one of Mr. Preston's assistants, got the position of Indian Agent at Parry Sound, salary \$900. W. H. Hopkins, who had a share in the West Elgin machine operations, was made a customs officer at Parry Sound at \$700.

Disastrous Fire in B. C.

The worst forest fire in the history of British Columbia was raging on the hills to the south and north on Monday. It was fanned by a terrific wind and at times carried for miles in a huge flame. No damage had yet been done to buildings. The fire was first seen in the north. People were moving out to Mitchell or any place that might possibly afford safety. The worst danger was of the fire spreading near Sparwood and following the mountains. There was no communication from Homer or Fernie. At Homer the Great Northern Railway bridge was burned, and the town doomed. If the fire spreads east from Elk River along the Canadian Pacific, nothing can save this town. Pete Campbell was here with three men badly burned, in trying to save Sparwood timber.

The object of ticketing the laborers to Winnipeg only is to ensure immediate distribution to the points where they are required at once, and thereby avoid congestion at any point. It also ensures the immediate discovery of those who are not willing to work as farm laborers. Artisans and clerks, not accustomed to manual labor, are not wanted on these excursions, and anyone who is unable or unwilling to work at least a month should not go on these excursions. Complete arrangements have been made by the Northwest Government and the Canadian Pacific Railway for handling the laborers expeditiously and distributing them immediately to points where they are required. Male or female farm laborers from the eastern provinces who they know, or with whom they have worked in previous years. The fact of the farm laborers being ticketed to Winnipeg with the promise of free distribution to certain territory places them in the best position to obtain work, for Winnipeg is the seat of the Manitoba Government and the headquarters of the western lines of the Canadian Pacific Railway.

The Always Busy Store. Dress Goods Special A Line of Fine Heavy ALL WOOL TWEED In neat plaid and overchecks. Regular price \$1.35 and \$1.65 a yard, while they last 75c a yard. Millinery Our Millinery Department has a large number of good things in regard to Hats, etc.

Trimmed Hats \$2.50 Up Shapes, Wire Shapes, Sailors', Merrie Widows. All are here at reasonable prices.

Stanley Bros. Summer Goods! Hammocks. A large new stock just opened, all colors, all prices. Croquet Sets. 4 Ball, 6 Ball, 8 Ball Sets, new and bright. Garden Sets, Sand Pails, Sand Shovels. Sporting Goods, etc.

Farm Laborers Excursion To The Northwest. August 11 and September 5 Are the Dates Arranged. The Canadian Pacific Railway announces Tuesday, August 11th, and Saturday, Sept. 5th, as the dates for which the annual farm laborers' excursion trains for the wheat fields of Western Canada will this year leave the Maritime Provinces. Second class one way tickets will be issued to Winnipeg with verification certificate. From and to Canadian Pacific Railway stations in New Brunswick the rate will be \$10 going and \$18 returning. From and to Interprovincial Railway stations in New Brunswick and Nova Scotia, but not Cape Breton, and from and to N. A. E. stations in Nova Scotia the rate will be \$11 going and \$19 returning. From and to Prince Edward Island Railway stations in P. E. Island the rate will be \$11.50 going and \$19.50 returning. If laborer has made previous arrangements to work during the harvest and has decided definitely on destination his baggage may be checked through to such destination, or nearest point, although his ticket will read to Winnipeg only. Those who have to engage at Winnipeg regarding work must have their baggage checked to Winnipeg only. Barrels and baskets will not be accepted for checking.

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second class ticket good to return to Moosejaw and any station east thereof in territory above stated to original starting point, by same route as travelled on the going journey. From stations west of Moosejaw, in territory above stated, tickets will be issued to original starting point on payment of one cent per mile to Moosejaw, plus farm laborers rate from this point to eastern destination, provided holder has deposited certificate with ticket agent on arrival at western destination and worked at least thirty days as a farm laborer. One hundred and fifty pounds baggage wearing apparel only, will be checked free on each ticket. Above tickets may be sold to females as well as to males, but half tickets will not be sold to children. It is expected that special passenger trains will be run from Halifax, Moncton and Point du Chene to St. John, also Charlottetown to Summerside, and that the Charlottetown Steam Navigation Company's steamer will make a special trip from Summerside to Point du Chene. Particulars will be announced later. Farm laborers tickets will be sold only for passage via Canadian Pacific all rail main line in both directions.

DIED In this city on the 1st inst. Mrs. John Corish, aged 71 years. May her soul rest in peace. At Tigouah Patrick Hogan aged 74 years, leaving five sons and six daughters to mourn. May his soul rest in peace. Lord Lovat, Chief of the Clan Fraser, who had been in attendance at the Quebec tercentenary, paid a visit to Halifax, New Glasgow and Antigonish and was warmly welcomed by the Frasers and other Highlanders there. The honorary degree of doctor of laws was conferred upon him by the University of St. Francis Xavier, Antigonish, on Saturday. The degree was conferred by the Chancellor of the University, the venerable Bishop Cameron.

CANADIAN PACIFIC Farm Laborers Excursions Aug. 11 | Sept. 5 \$10.00 (From and to C. P. R. Stations in New Brunswick.) \$18.00 (From and to Interprovincial Ry. Stations in Nova Scotia, but not Cape Breton.) \$11.00 (From and to Dominion Atlantic Railway Stations.) \$19.50 (From and to Prince Edward Island Railway Stations.)

SECOND-CLASS ONE WAY TICKETS WILL BE ISSUED TO WINNIPEG with Verification Certificate. Extension (coupons of Certificate signed at Winnipeg by a Farmer showing holder has engaged to work as Farm Laborer, and surrendered to Canadian Pacific Railway Station Ticket Agent at Winnipeg prior to September 30th will be honored for Free Ticket to Canadian Pacific Railway Station in Manitoba or Saskatchewan, to and including Moose Jaw, nearest the point at which holder has been engaged to work. West of Moose Jaw to Calgary, McLeod and Edmonton, Tickets will be issued FREE to Moose Jaw, and at rate of One Cent a Mile beyond, or Coupon, if surrendered to Canadian Northern Railway Station Ticket Agent at Winnipeg, will be honored for Free Ticket to Canadian Northern Railway Stations to and including Kamack or Swan River. West of these points Tickets will be issued Free to Kamack or Swan River and at rate of One Cent a Mile beyond. The Verification Certificate will, if presented on or before November 30th, 1908, and on payment of returning rate as shown above, entitle holder to Second-Class Ticket good to return from Moose Jaw, Kamack or Swan River, or any Station East thereof in territory above stated to original starting point by same route as travelled on going journey. From Stations West of Moose Jaw, Kamack and Swan River in territory above stated Tickets will be issued to original starting point on payment of One Cent per Mile to Moose Jaw, Kamack or Swan River, plus Farm Laborers rate from such point to Eastern destination, provided holder has deposited Certificate with Ticket Agent on arrival at Western destination and worked at least thirty days as a Farm Laborer. TICKETS WILL BE ISSUED TO WOMEN as well as Men, but will not be issued as Half-Rate to Children. 150 pounds baggage (wearing apparel) will be checked free on each ticket. For further particulars apply to nearest Ticket Agent, or write W. B. HOWARD, D. P. A., C. P. R., ST. JOHN, N.B. August 5, 1908—11

UP-TO-DATE HATTER, Clothier & Furnisher When you want your Spring Suit, Hat, Cap, Shirt, Vest, come to the only exclusive GENTS' OUTFITTER In the city. I can easily save you a dollar on your next suit, because I do a strictly cash business. H. H. BROWN, The Young Men's Man. 158 Queen Street.

GRAND Tea Party

A Grand Tea Party in aid of the parish funds will be held

At St. Teresa's,

—ON— Thursday, Aug 13th, 1908

All announcements used at each gathering will be provided. Refreshment booths well supplied with temperate drinks and all the delicacies of the season will be furnished, while tea tables laden with an abundance of choice viands will constitute an irresistible attraction. Following are the train arrangements:

A special train from Charlottetown will run on the following schedule:

Table with columns: Stations, Fare, Train Dpts. Charlottetown 70c. 8.45 a.m. St. John's 9.00 " " York 60 " 9.10 " " Bedford 45 " 9.20 " " Mount Stewart 30 " 9.40 " " Piquet 20 " 9.50 " " Piquet's 5 " 10.05 " " St. Teresa's arrive 10.10 " "

Passengers from Georgetown, Moncton and intermediate stations, will come by regular morning and afternoon trains and return by regular train at the following rates:

Table with columns: Stations, Fare. Georgetown 45 cents. Moncton 35 " "

Returning special train will leave for Charlottetown at 6.30 p.m., and regular train for Georgetown at 4.55 p.m. Fares from intermediate stations at correspondingly low rates. BY ORDER. August 5, 1908—11