

The People's Candidates.

The Liberal Conservative Standard Bearers Who are in the Fight to Win.

QUEEN'S

ALEXANDER MARTIN ANGUS A. McLEAN

KING'S

JOHN McLEAN

PRINCE

ALFRED A. LEFURGEY

The Man For Canada

ROBERT L. BORDEN

"Shall We Have a Railway Owned Government, or a Government Owned Railway?"

THE HERALD

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JAMES McISAAC, Editor & Proprietor.

Our Country's Peril.

Before another issue of the HERALD reaches its readers the people of Canada shall have decided by their votes whether Laurier or Borden shall be Prime Minister during the next Parliamentary term.

The reasons why Laurier should be replaced by Borden as Leader of the Government are overwhelming, and have been pointed out in these columns so far as space would permit, during the past few weeks.

There is one plank in the Government's platform which cannot be too severely condemned. That plank is the Grand Trunk Pacific Railway deal.

The Government's action in this matter deserves the most emphatic and unqualified denunciation of the electorate of Canada.

The condemnation of this bargain cannot be too frequently reiterated or too strongly emphasized. This is a political crime far more heinous in its effects and more dangerous in its consequences than at first sight might appear.

The carrying out of this bargain will place our country at the mercy of our enemies and constitute a peril well calculated to make all patriotic Canadians shudder.

Government supporters may say what they will, but the building of this road under the present arrangement can have no other effect than to make Canada tributary to the United States.

All the traffic of western Canada carried over this road is intended to find its ocean outlet at Portland, Maine. Mr. Hays, President of the Grand Trunk Pacific Company and General Manager of the Grand Trunk Railway, makes no secret of his hope to "tie up the western traffic of Canada to the Grand Trunk."

The people of Canada are to be taxed to the extent of \$150,000,000 to enrich the city of Portland in the United States, while her own great harbors of Halifax and St. John are to lag behind for want of export trade.

Is a government that is capable of such unpatriotic and treasonable conduct worthy of the support of patriotic Canadians? There is no exaggeration in this; it is well within the bounds of incontestable facts.

mouth it stands condemned. Sir Wilfrid Laurier, solemnly declared in Parliament that Mr. Blair was the greatest authority on railway matters, in the Dominion of Canada. But Mr. Blair had already declared the bargain with the Grand Trunk Pacific to be a squandering expenditure of the public money, without a single redeeming feature.

Why the Census Cost so Much.

TO THE EDITOR. Dear Sir:—The Hon. Mr. Fisher has given many reasons for the enormous cost of the 1901 census over that of 1891.

The cost of the former (1901) up to the present being over \$1,200,000 and not yet finished, whilst that of 1891 was under \$600,000.

The real reason for this vast difference in the cost came out before the public accounts committee during the session of 1903. The facts demonstrated were:

That the enumerators were engaged at \$3. per day of eight hours, and the same rate for overtime.

That two days after they were at work they were recalled to a central point by the commissioners to receive fresh instructions.

This was the evidence given by the census commissioner for West Middlesex, and there can be no doubt but that all the commissioners had to do the same.

To call the enumerators to a central point after they had been some days at work, re-instruct them, and have them go over the ground they had already covered, must have taken on the average about ten days. There were 8,800 enumerators engaged at \$3. per day. The extra cost owing to this blunder would be \$264,000.

The evidence taken proves that after the work was nearly completed an order-in-council was passed on the 28th April changing the pay of enumerators from \$3. per day, to piece work. This mode of payment would deprive the enumerators of any compensation for the delay in being recalled, and having to go over the work again.

Many of the enumerators wrote to the papers at the time recording their objections to the change.

To satisfy the enumerators they were permitted to charge for extras to the extent of several hundred thousand dollars, as may be seen from a reference to the Auditor General's report for 1902-03.

The above was the main cause of the costliness of this census compared to the last. Other mistakes were made that were not so costly in money but their ultimate effect will be hurtful to the good name of Canada. I need only call attention to a few of these mistakes.

According to the original figures entered in the schedules by the enumerators, a large area of land in Canada yielded two crops during the census year. This gave rise to a seeming anomaly between the area in field crops in schedule 4; and the area of crops reaped, the particulars of which are given in schedule 5. These two areas very seldom agree, for farmers frequently sow but do not reap, whilst a vast number get two crops from some portion of their land during the same year.

From the evidence taken before the public accounts committee Mr. Bine instructed the staff to make these two areas agree. To do this hundreds of thousands of figures had to be changed at a very great cost, and the inference to be drawn from the figures in the resulting census bulletins is: that not a single acre of land in Canada from the Atlantic to the Pacific yielded two crops during the census year.

In the census of 1891 fallow land was included in the item field crops, and involved no change in the figures.

This time the fallow land was added to the area in pasture and involved a vast change in the enumerators' figures, increasing enormously the apparent area in pasture. Other items in the Agricultural schedules were changed for one reason or other, with the most extraordinary results.

For instance the area of land occupied in B. C., N. B., N. S., and P. E. I., was less by 2,885,662 acres in 1901 than in 1891. This result was obtained by cutting out large areas returned by

the enumerators as land occupied. The area in field crops in 1901 was less by 2,441,314 acres than in 1891. This difference arises mainly from the fact that the area in fallow was included in field crops in 1891.

According to this census the farmers of Ontario, Quebec, N. B., N. S. and P. E. I. have cleared their farms of 4,967,431 acres of bush or forest, since 1891 yet the cleared portion of their farms is returned as 2,031,128 acres less in 1901 than it was in 1891. This result was obtained by cutting out large areas of forest returned as occupied, and adding a portion of the land returned as forest, to pasture.

The greatest discrepancy occurs in the area of pasture land. The Census of Agriculture taken each year by the Ontario Government gives the pasture land of Ontario in 1901 as 2,964,600 acres. The Census Return Bulletin XVII has it 5,243,179 acres.

The excess area in the Census Return owing to the fact that all fallow land was added to pasture, and also a large area of forest. To obtain these results the original figures entered by the enumerators in the Schedules have been changed in thousands of cases and at vast expense.

Rather than be a party to these changes I resigned my position on the census staff in the spring of 1902, explaining to the Minister of Agriculture my reasons for so doing.

H. WASHINGTON.

Ottawa, Oct. 19, 1904.

Are You a Half-Heater or a Whole Hogger.

What are you going to about it? That is, if you are doubtful about state ownership. The Government are not giving you a fair chance to decide whether the Country should or should not build and own the Grand Trunk Pacific.

The fact is that there is no such abstract question before the Country to-day. The Liberal party, according to Mr. Blair, are going into a scheme whereby the Government "will build and own the lean section of this railway and provide a Company with Government credit to enable them to build and operate the fat section."

If you were asked to join an enterprise, for which you were to provide three-fourths of the capital and credit, you would not bother about whether you or your junior partner was the owner or who would have the say in the matter. And you would not fool yourself by debating whether you ought to give it to someone to operate at your expense but for his own profit.

Look the present situation squarely in the face. The Country is providing the capital and credit, yet the Grand Trunk Pacific, as virtual owners, control the railway and are to reap all the profits. And if the eastern end does not pay, this same Country is the only possible operator of the lean half of the projected railway.

The Liberal party is imitating the ostrich on this question, but the people of the Country are watching it.

Mr Blair's strong conviction is that this Country could not wisely adopt and carry into operation what he called the hybrid Government policy, owning the road and yet not controlling it. Mr. Borden's view is that, since that policy has now been adopted and put before the Country, the only possible course is to accept the situation. But he insists that the hybrid policy shall give place to straight Government ownership and control.

Are you going to be a half-heater or a whole hogger on this question?

Borden's Message.

The leader of the Conservative party, R. L. Borden, has issued the following message: HALIFAX, N. S., Oct. 24, 1904. To the People of Canada: Parliament is now dissolved and political parties must submit themselves, their actions and their policy to the judgment of the people.

Since my election to the leadership of the Liberal-Conservative party it has been my privilege to address audiences in every province and territory of the Dominion, the Yukon excepted, and with my colleagues to discuss in public many subjects affecting the public weal. Our policy has been clearly defined and consistent, the same for every quarter, alike to every class.

The records of parliament show where we stand on the public questions which have been before the country since the last elections. These cannot all be discussed in this message, but in regard to some of the principal issues involved in this contest I submit in a few words the platform on which we appeal for your judgment.

The subject of most immediate concern is transportation, having regard to

the enormous obligations which would be imposed upon the people by the government's rash transcontinental project, to the certainty that its adoption by you would shut out for a century government ownership of a railway, to the vital importance of controlling our own traffic and commerce, this question is the most momentous and far reaching that has ever been submitted to the electorate of Canada.

The immense territory and ever-increasing products of Canada demand the best and most economical transportation. We know that the people are willing to provide generously whatever money may be necessary for the development of the Dominion, and our policy is to expand and improve its transportation facilities by land and by water. But we insist that what the people pay for the people should own and control; that public money should be used by Canada for its people and not to promote the trade and wealth of foreign ports.

We fully realize the country's need for increased facilities of transportation. Efficient service and reasonable rates must be assured. In utilizing the public credit for these purposes we must thoroughly guard against the diversion of our trade into the hands of foreign competitors.

The government seeks to impose upon the people liabilities amounting to at least \$150,000,000 for the construction of a transcontinental railway under conditions which absolutely fail to safeguard our national interests. The important and immediately profitable business of the country is to be owned and controlled by a corporation interested in diverting our trade away from our own ports.

We oppose to this our declared policy of constructing the new transcontinental railway as a public work, to be owned and controlled by the people, and to remain a national highway in the truest sense.

I beg you clearly to understand that it is still open to you to decide whether this shall be done. Do not be misled by any assertions to the contrary. We affirm that the management of the Intercolonial railway and of other railways operated by the government should be freed from party political control.

We also affirm the necessity of thoroughly equipping our national ports and developing and extending our system of canals and inland waterways.

The principle upon which Sir John A. McDonald guided his fiscal policy in 1878 will guide us to-day. We maintain and will develop that policy for the advancement of the whole Dominion. It is a stable policy and one which will prosper. It is a practical business policy, adjustable to the needs of the time. Our aim is so to apply it for the common good of the people, and for the conservation of the Canadian producer that honest industry in every legitimate calling may receive a just reward that the toiler may enjoy in his own land full employment under conditions which ensure a just wage; that capital may be attracted to and may be safely invested in our industries; that articles and commodities required for the use of our people may be produced as far as is reasonably possible in this country.

We believe that any extension of our market by means of reciprocal trade arrangements should be sought among those within the Empire, who are our chief customers, rather than in foreign countries. A preference for our products in British markets would lead to an immediate enormous development of our resources. Such a preference the Conservative party will endeavor to obtain on favorable terms.

In making appointments to public office we shall place personal character and capacity above considerations of party service, and such additional safeguards will be provided as may be found necessary for the full protection of the public treasury. More efficient means will be devised to guard against corrupt practices at elections and to protect the electorate from fraudulent devices by which the will of the people has been so often thwarted and the name of Canada degraded.

Inspired by an abiding faith in the justice and wisdom of our policy, and with an earnest confidence that it will prevail, we now submit it for your consideration, believing that it merits and that it will receive your approval.

Signed, ROBERT L. BORDEN.

Portland Sure of G. T. P. Traffic.

(From the Portland Advertiser) Portland people will be gratified to learn that it is practically settled that this city is to be the great terminus of the Grand Trunk Pacific line across the continent. St. John and Montreal are in a great sweat about it, and the Grand Trunk people are doing the best they can to retain the goodwill of their Canadian constituents, and at the same time carry out their ideas without any special change. Such is the programme, as admitted "by those in the best position to know."

Today Advertiser reporter had an interview with a prominent Grand Trunk official, who stipulated that his name should not be used for obvious reason, as it may get him into trouble with his superior officers. This gentleman freed his mind something like this: "All this talk about Montreal and St. John being able to handle the Grand Trunk terminal business all the round is wearisome. St. John has not the harbor facilities to do it, and the expenditure of 5,000,000 would not make the harbor equal Portland, Montreal is nothing but a summer port anyway. Portland has no need to worry for the Grand Trunk people are going to where they can get adequate accommodation."

"Just notice that President Charles Rivers-Wilson and General Manager Hays, in their replies to the queries of the legislators in Ottawa did not for a moment admit that they had any intention of leaving Portland. Sir Charles put it point blank when he said that the port of Montreal had proven inadequate to handle the business, and Mr. Hays did the square thing when he said that the Grand Trunk had but that the people of Portland had provided the most of it."

The fact is that Portland is really going to be the great terminus of the new transcontinental railway line, that will equal in importance any in the world. Portland has the natural facilities to do the business and St. John has not. St. John may get a small share of the traffic, but mark me, Portland is destined to be the place where the great bulk of the business will be transacted."

Terminals Govern G. T. P. Construction.

THEY ARE IN THE UNITED STATES, NOT IN CANADA.

If you take a map and look at the Grand Trunk Railway you will find that its terminals are Chicago and Portland. The only part of the new transcontinental road which the Grand Trunk will build is from the Pacific to Winnipeg.

Keep these two facts in mind and then hear what Mr. Hays has to say for that railway and Sir Richard Cartwright for the Government say. The latter speaking in Winnipeg on Oct. 18th, said: "The great wheat portion of North America commences a little north of Edmonton and extends with now and then a break to this good city Winnipeg. From Winnipeg it passes to St. Paul, St. Paul to Chicago and practically continues unbroken to New York."

Mr. Hays in his letter to Senator Templeman read by the latter at Victoria, B. C. on Oct. 20th says: "So soon as the progress of the surveys in British Columbia will permit, construction will be commenced from the Pacific end of the road and be carried on continuously in an easterly direction until the road is completed. In fact, such action will be necessary to complete the road within the time limit."

Putting these two utterances together they mean this. That the Grand Trunk Railway will build the Pacific to Winnipeg section in seven years and so "complete the road." That by so doing they tap the great wheat country which, in Canada, ends at Winnipeg. That their Chicago to Portland line will tap the American Wheat belt and will find them an outlet to the Atlantic.

No other meaning can be attached to the statement that the construction from the Pacific Coast to Winnipeg will begin at the Pacific and building easterly will "complete the road."

Winnipeg is not on the Atlantic and no railroad carrying the products of the North West can contemplate delivery there. The Grand Trunk Railway will get to Chicago and thence to Portland. They are not bound to route traffic to St. John. But if they do, the equal rate which they must quote involves delivery at Montreal to the Intercolonial, which shares only in its small proportion of the reduced rate.

Is it conceivable that the Grand Trunk are going to stimulate the "patriotism of the Canadian Shipper" by urging him to compel them to lose the entire haul over their own line via Chicago to Portland. Or will they be willing to let the grass grow over their magnificent terminal facilities at Portland for the sake of giving the country a chance to build up St. John as a rival port to Portland?

CANADIAN PACIFIC MONTREAL EXPRESS

Palace Sleeper, Standard Coaches, and Colonist Sleepers. Halifax to Montreal Without Change. Dining Car Truro to Mattawankeag. Leave Halifax 8.10 a. m. Daily, except Sunday. Arrive Montreal 8.35 a. m. Daily, except Monday.

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Leaves Montreal 8.40 a. m. Every Day for Manitoba, North West and Pacific Coast. Palace Sleepers, Standard Coaches and Colonist Sleepers Every Day. Tourist Sleepers Every Thursday and Sunday, from MONTREAL FOR VANCOUVER. For particulars and Tickets call on or write C. F. FOSTER, D. P. A., St. John, N. B.

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