

THE HERALD

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We have not heard anything of late about the new railway station, nor have we seen anything in the Government newspapers that would indicate the slightest move in the direction of having this much needed public work started. The supplementary estimates passed in the House of Commons on October the 1st, contained an item of \$87,000, "for increased accommodation at Charlottetown." This vote, we assume was for the new station house so much needed in this city. But what is the use in repeatedly voting the money if the work is not commenced; or if some steps are not taken that would indicate the authorities are really in earnest about affording this much needed accommodation to the citizens of Charlottetown and to the travelling public. Surely no one will attempt to deny that a new and up to date railway passenger station is needed here. The present passenger station is most decidedly unfit for the purposes for which it is employed. No one will deny that it has outlived whatever usefulness it may have had. It has nothing to recommend it. It is at a remote corner of the city, far from the business centre, inconvenient for the great majority of the people of Charlottetown who may wish to travel by rail, and most inconvenient for the travelling public who come to the city from all parts of the Province and from abroad. It is a dingy old fashioned, unhealthy old building, unworthy a city the size of Charlottetown, and unworthy headquarters of a Government railway. Now why so much delay in remedying this defect and erecting a railway station worthy of the times, of our capital city and of a Government railway? A first class site can be had at the foot of Great George Street, convenient to the public offices and to the business portion of the city. A new passenger depot in this place would be not only a source of the greatest convenience to all patrons of the road in the city and country but would be an ornament to the city. The necessary land can be had here at reasonable prices. Why then this delay?

Two by-elections for the Ontario Legislature were held on Tuesday of last week, and the result leaves the strength of parties in the House the same as before the vacancies were created. A Conservative and a Liberal were elected; but curiously enough the Conservative was elected where a Grit was returned at the general election, and the Grit was returned for the former Conservative constituency. The constituencies in which the elections were held are Muskoka and Sault Ste. Marie. At the general election Muskoka was carried by the Government candidate by 89 majority; but in the election of Tuesday the Conservative candidate, Mahaffey, was elected by a majority of 150. Sault Ste. Marie elected a Conservative at the general election with a majority of 198. Both constituencies had been vacant for some time, but the Ross Government did not manifest any disposition to bring on the elections until the failure of the immense Clergue works at the "Soo." Then all at once the writs were issued. The thousands of men who had been employed in the Clergue works had not been paid their wages and things were in a bad state. The Government took advantage of this condition of affairs, guaranteed the wages of the idle men and employed hundreds of them to haul cordwood that had been prepared about the time of the failure and remained in the woods when the failure came and all work was suspended. In addition to this the Government and their candidate left it to be understood that the works would soon be started up again. For all these actual and prospective blessings the Government and the Government candidate were to be thanked. By these means the Government candidate was elected in Sault Ste. Marie, which the Government did not dare to open before the disastrous failure of the Clergue works. Smiths, the Government candidate's majority is about 200. It was hoped that Muskoka would also benefit by the deal; but the electors of this constituency were independent of the Clergue works and elected the Opposition candidate by about 150 as above stated. This shows how absolutely power-

less the Government are, unless they have a big bribing scheme as in the case of the "Soo". Another constituency, North Renfrew, is vacant much longer than either of those in which the elections were held last week, but there is no sign of an election there. There is no big failure or any other particular opportunity for bribery in this constituency don't you know.

British Columbia has another political sensation. Certainly the Pacific Province is a record breaker in the matter of peculiar political situations. Lieutenant Joly has refused to accept John Houston of Nelson, as a member of the McBride cabinet. When McBride presented his new cabinet to the Lieutenant Governor, the latter accepted them all except Houston whom he firmly declined to approve. McBride informed Houston what had happened and the latter wrote to the Lieutenant Governor demanding the reason of his refusal. Houston pointed out in his letter that the people of Nelson had honored him three times by election as mayor and twice by electing him to the Legislature and that he looked upon Sir Henri's refusal to accept him as a minister, as an insult to his constituents; publishing to the world that he was unworthy to sit in the Legislature. In reply, Joly stated that it was true that he objected to his presence in the McBride ministry, and that his objection was due to "an unfortunate incident of last session, when you forgot what was due to the legislative assembly as well as to yourself in your responsible position." Joly disclaimed any intention of insulting either Houston or his constituents. He merely considered that he had a painful duty to perform and that he had performed it. The incident referred to is understood to be the occasion when Houston referred to ex-Attorney General McPhillips as a damned fool, on the floor of the house. The correspondence has aroused much comment. If Sir Henri Joly has refused to allow the recently elected member for Nelson to have a portfolio in the McBride cabinet because he did not show proper respect for the chair in the Legislature some time ago, he would seem to have exceeded his constitutional prerogatives. Mr. Houston has been elected by the people of Nelson since the incident referred to and the moment Premier McBride presented his name as minister of mines he became responsible for him. The electors of Nelson and the Premier seem to have confidence in Houston, why then should the Lieut. Governor interfere? of course, no one will undertake to defend or excuse the language said to have been used by the member for Nelson in a moment of excitement; but such things have happened before and no Lieut. Governor has hitherto deemed it a case of exclusion from the executive. Sir Henri should be informed from head quarters that conduct such as his in this particular case should be summarily dismissed.

The Value of an Estimate.

(St. John Sun.)

It was pointed out the other day that the government proposes to construct a railway half way across the continent, and for nearly the whole distance far from an unoccupied country, at a cost of some \$20,000 or \$25,000 per mile. Yet the country is now paying \$27,000 per mile for the construction of the Belfast branch of the P. E. Island Railway, a narrow gauge line, through an easy country, convenient of access. The standard of the Grand Trunk Pacific, intended for heavy long distance traffic, would of course be higher than that of a local railway, and this is shown by the proposed weight of rails. If the Grand Trunk Pacific can be built through this province alone for \$30,000 per mile the Prince Edward Island road is costing fifty per cent more than the right price. But there is something mysterious about the Prince Edward Island work. The cost of the railway per mile appears to be more than double the estimate of the engineers, and every year finds the estimated cost advanced above all previous calculations. Mr. Blair's estimate of the cost of the first 44 miles of railway was \$470,000. The road is now to be extended six miles further, and Mr. Fielding's estimate of the whole cost is over \$1,800,000, or nearly three times the original estimate. Connected with the

Belfast Railway is the Hillsboro' Bridge at Southport. The structure, which is both a railway and highway bridge, was authorized by the Dominion parliament in 1899. At that time the cost was estimated at \$800,000, and the province agreed to pay \$12,000 a year, or three per cent on half the expenditure. In 1900 Mr. Blair, in reply to a question, made the proposed or prospective cost \$750,000. We have not the statement of the minister in 1901, but before that a schedule contract had been given Mr. Haney and the work was in progress. In 1902 it was announced by the minister that the bridge would cost \$1,010,000 and that the provincial contribution would be \$10,000 a year. This year Mr. Fielding had charge of the Hillsboro' Bridge estimate, and in answer to a question stated that the cost was now estimated at \$1,494,000. The work is not nearly completed, and there is a fair prospect that by this time next year the cost will be raised another quarter of a million. But when we see the estimates of the Grand Trunk Pacific in the great climbing act it will be ten millions at each raise.

Shocking Railway Accident.

A special train bearing students of Purdue University, was wrecked on the 1st inst., near Riverside Park at the edge of Indianapolis, Indiana. Sixteen dead were taken from the wreck and forty passengers were injured, twenty-four of them seriously. At a gravel pit switch near Eighteenth street, a switch engine with coal cars collided with the passenger. The passenger engine and first three coaches were almost totally destroyed. The first coach was crushed to splinters, the second telescoped and thrown down an embankment fifteen feet high, while the third coach was thrown across the track. The crash of the two trains threw the coal cars through the first two coaches, in which were many of the players and substitutes. An engine, two coal cars and two coaches were crushed into a confused mass of wreckage. Under this pile of debris were fifty or more students of the university. The crash of the collision was heard for blocks. All the ambulances in the city, dead wagons of various undertaking firms, patrol wagons and hose wagons of the fire department responded to the alarm. The dead were carried away as fast as they could be taken from the wreck. All the young men killed were in the first coach. They were found lying mangled and bleeding with the injured pinned against them. The coach held about seventy persons. Several of the suffering fellows absolutely pleaded that their names be not published because of the anguish it would cause their mothers or fathers. Three miles away twelve hundred cheering students had arrived on a special train from Bloomington, Ind., with the Indiana University eleven eager for the contest on the gridiron. They poured out of the train with a band playing and colors flying, to be met with the news of the tragedy of their rivals from Purdue. Instantly the band ceased, the colors were lowered and hidden beneath their coats. Tears followed laughter, and college yells faded into mournful expressions of sincere, heartfelt sympathy. In the first coach back of the engine was the Purdue football squad. Three players, the assistant coach, trainer and seven substitutes were killed; and every one of the fifty-three other persons in the car was either fatally or seriously injured.

The suit of Frank J. Kimball, a New York lawyer, against Pres. Alfred S. Hayes of the Plant Steamship Co., Frederick J. Daggett and Geo. E. Gale and Capt. Pye, which had been heard in the Supreme Court, during two days, concluded on Thursday last the decision being reserved. The suit takes the form of a bill in equity brought by Kimball against the defendants to establish an alleged debt due him of \$50,000 under a contract to procure them a loan of \$500,000 and to reach an equity of the defendants in the Canada Atlantic and Plant Steamship Company and have it applied to the payment of the alleged debt. Kimball claims that he made a contract with Hayes under which he was to raise \$500,000 for the defendants, who were in need of money to carry out a plan to purchase the Plant Line of steamers. He alleges that he submitted a proposal to the Federal Trust Company of New York, N. Y., for the loan, but before it accepted his application the defendant withdrew the matter from his hands, informing him that he had decided to accept a loan from a Boston party. The defense was that Kimball fully understood that he was not given the exclusive right to obtain the money and furthermore that he was to have only till June 1st last to procure the loan.

Sunday last, being the Feast of all Saints, Solemn Pontifical Mass was celebrated in St. Dunstan's Cathedral by his Lordship Bishop McDonald, assisted by Rev. F. C. Kelly of Lapeer, Michigan, as high priest, Rev. Drs. Carran and McLellan as deacons of honor; Rev. T. A. Campbell as deacon of office; Rev. E. McPherson as Sub-deacon and Rev. Dr. Monaghan as Master of Ceremonies. The sermon was preached by Rev. Dr. Monaghan. In the evening, Vespers of the day were followed by Vespers for the dead, and the services closed with Benediction of the Blessed Sacrament. On Monday, Feast of all Saints, his Lordship the Bishop celebrated a Solemn Pontifical Mass of Requiem, assisted by the clergy as on the previous day.

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To Our Subscribers.

We should be exceedingly obliged to all subscribers, who have not yet paid their subscriptions for 1903, if they would do so with as little delay as possible. The rule is to pay in advance but the year is now almost at an end and still quite a number have not paid. It is quite unnecessary for us to remind them that we need the money to meet our obligations and provide paper and other necessary supplies for the winter. These are facts of which they are well aware. We shall be extremely thankful if our friends will assist us in this matter. Please don't delay.

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20 Men's Fancy Worsted Suits worth	10.75 for 7.17
20 Men's Fancy Worsted Suits worth	15.00 for 10.00
25 Men's Worsted Suits worth	11.00 for 7.34
25 Men's Scotch Tweed Suits worth	11.00 for 7.34
20 Men's Scotch Tweed Suits worth	13.25 for 9.84
Men's Dark Canadian Suits worth	12.00 for 8.00
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