

THE HERALD

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Hon. F. de St Croix Brecken.

In our last issue we announced the death of Hon. Mr. Brecken, Postmaster at Charlottetown, which occurred on Wednesday morning the 14th. Mr. Brecken, who was almost 75 years of age at the time of his death, was well known and highly esteemed not only in Charlottetown, the place of his birth; but throughout the Province. His familiar figure will be missed on our streets, and his eloquent voice will never again be heard on our public platforms. Mr. Brecken was a gentleman of polished manners; his mind was well stored with literary, legal and historical lore, and as an orator, in his palmy days, he had no peer among the sons of Prince Edward Island. His history, in part, is thus given in the Canadian Biographical Dictionary. "Frederick De St. Croix Brecken, member of the House of Commons, Canada, for Queen's county, P. E. I., belongs to a family of legislators; his father, John Brecken, represented Charlottetown in the House of Assembly, from 1830 to 1834, when he was appointed a member of the Executive and Legislative Councils of the Province, which position he held up to his death in 1857. The grandfather of Frederick, Ralph Brecken, who came to this island from England in the latter part of the last century, was a member of the House of Assembly for some years, and speaker of that body when he died in 1813; and his great grandfather, Col. Joseph Robinson, as assistant judge of this province ninety years ago, was speaker of the House of Assembly in 1790. The mother of Mr. Brecken was Margaret De St. Croix, a native of Prince Edward Island; he was born at Charlottetown, on the 9th of December, 1828; educated at the Central Academy in this city; studied law with Sir Robert Hodgson; then went to London, and attended at Lincoln's Inn and the Inner Temple (1849-1852), and was admitted to practice in June, 1852." He entered into partnership with the late Mr. Haviland and as a member of the firm of Haviland & Brecken was an advocate in many of the most important cases tried at the bar of this Province. The brilliancy of his eloquence soon placed him in the front rank of those engaged in our courts and in the discussion of public affairs. He was early chosen as the representative of Charlottetown in the Provincial Legislature, and in 1859, when but thirty-one years of age, he was appointed Attorney and Advocate General, with a seat in the Executive Council. He took an active part in the settlement of the Land Question, and as Attorney General introduced the measure under which the proprietary estates were eventually purchased. He was one of the counsel who pleaded on behalf of the Province before the Board of Land Commissioners. He was a delegate to the Detroit Convention in 1865, and took an active part in the struggle on behalf of our union with the Dominion of Canada. He continued to represent Charlottetown in the House of Assembly and in 1873 contested Queen's County at the first election for the House of Commons; but was defeated. He was reappointed to the Executive and to the Attorney-Generalship, which he held till 1876. He was elected to the House of Commons, as a supporter of Sir John Macdonald, in 1878, and again in 1882. In 1884 he was appointed Postmaster of Charlottetown and Deputy Inspector of Post offices. In 1888 he married at St. John, N. B. Helen Leith Boyd Emslie, daughter of Captain Emslie of the 83rd Regiment. One son is dead, and a son and daughter, Mr. Leith and Miss Amy Brecken, together with the bereaved widow remain to mourn. He was a member of St. Peter's Church, and his funeral thither on Friday was very largely attended. Mr. Brecken will be much missed in the community in which he was so well known and so highly esteemed.

GEORGE DEVAIS, nephew of Hon. L. O. Taiton, was found lying dead in his room in Montreal last Friday morning. He went home previous night and while lighting the gas was apparently seized with a fainting fit, for his room was found full of gas with the jet wide open.

OUR Hillsboro Bridge is evidently going to be a pretty costly affair. When the item of \$480,000 in connection therewith came up for consideration in the House of Commons the other day. Mr. Fielding stated that the bridge would cost when completed \$1,464,000. Two years ago the Government announced that the cost of the bridge would be \$600,000. An additional half million may be added by the time we hear from the Finance Minister again.

Our Ottawa Letter.

THE WEEK IN PARLIAMENT. In Parliament this week millions of dollars were voted for public works, which are intended to influence the coming election. The government refused to consent to the passage of a bill to stamp out political corruption and election crimes. A resolution was moved strongly condemning Hon. Sydney Fisher for bungling the census of 1901. It was shown that the work was done in a most extravagant manner, and many accounts in which over charges were made were paid simply because political pressure was brought to bear on the minister of agriculture. As was expected, Mr. Fisher was white washed by his followers. The Railway Commission bill, as amended by the Senate, was considered, and the Commons refused to assent to a number of changes. The bill was sent back to the Upper House for consideration. The government was strongly censured for allowing a civil servant named Latour to canvass for Hon. Raymond Prefontaine's organ, La Canada, during the time he was on sick leave and in receipt of his salary as a public officer. Latour used his position to intimidate rural postmasters and obtain information which has always been regarded as confidential. In the Senate Hon. R. W. Scott introduced the Grand Trunk Pacific deal, and estimated the cost of the new railway at \$85,410,000, or \$27,713,970 more than Hon. W. S. Fielding's computation of \$57,692,030.

MR. BLAIR AGAIN ATTACKS COX. Hon. George Cox has decided, after months of silence, that he can wait. The man for whom Sir Wilfrid Laurier has agreed to build a \$100,000,000 railway has ceased to be impetuous. He has gone further and asked Hon. A. G. Blair to take back his famous declaration, that the government would not give the Grand Trunk Pacific deal the consideration it deserves because "Cox cannot wait." But Mr. Blair is not to be bluffed and has positively declined to convey his regrets to Senator Cox. The ex-minister of railways repeats his charge, that Mr. Cox was one of the principal agitators for the construction of the Grand Trunk Pacific, and he challenges that gentleman to deny the accusation. There, therefore, seems to be no doubt that Senator Cox is to once more receive a handsome present from the Laurier government. During the past seven years he was given the Crow's Nest Railway and the Crow's Nest coal lands, worth millions of dollars. For tally Sir Wilfrid threw in a Senatorship, and now Mr. Cox is to have a little extra of \$100,000,000. Instead of explaining away his connection with the G. T. P. job, Senator Cox has strengthened the case made out against him by Mr. Blair. Can it be that the electors will tolerate the presentation of such an enormous sum of money to Senator Cox?

PETITIONS AGAINST G. T. P. CONTINUED. The petitions against the Grand Trunk Pacific deal are now being presented in the Senate. In the Commons 100,000 electors protested against the deal and thousands more are uniting their voices in opposition to Senator Cox's little game. Never before has any great question caused so much adverse feeling in this country. It has occasioned a small rebellion among the electors, and the only answer to their demand for delay in building the new railway, has been a most uncalled-for attack on the honor of the petitioner, by Sir Wilfrid Laurier. The Premier not only declared the men whose signatures appeared on the petitions presented at the time his slander was uttered to be forgers, but he has cast a grave reflection on those who have since joined in the hue and cry against the job. He was forced to pledge himself to investigate the genuineness of the signatures, but although over a week has passed he has not taken definite action

to make good his promise. Why the delay? If the petitions are forgeries, Sir Wilfrid Laurier owes it to his own dignity to hold a careful enquiry. The Conservative party is willing to assist in the investigation and all that is needed is a little courage on the part of the man who uttered such a wholesale slander.

MINISTERS CANNOT AGREE.

The Grand Trunk Pacific deal has been under discussion in the Senate, and the debate there has developed a remarkable situation as to the estimated cost of the enterprise. In the Commons, Hon. W. S. Fielding fixed the probable cost at a little over \$13,000,000. Other cabinet ministers in the Lower House accepted this as a fair computation, although they abandoned it, when it became apparent that the electorate would not tolerate such an extravagant estimate. Then Mr. Fielding patched up his first figures and confessed that the government's railway policy would involve an expenditure of \$57,692,030. Hon. R. W. Scott, Secretary of State, who introduced the government bill in the Senate, refused to be guided by the estimates made by his conferees and struck one for himself. Mr. Scott has decided that the new railway will not cost \$13,000,000 or \$57,642,030, but \$85,410,000. This is certainly a remarkable state of affairs. Mr. Fielding and Mr. Scott were both using official figures, yet they were not able to agree within \$72,713,970 as to the cost of a work, concerning which Sir Wilfrid Laurier claims to have the fullest information. Surely no such spectacle would be presented to the country, if the government had properly informed itself as to the task upon which it had entered. Yet in the face of such absolute ignorance of the scheme, the administration refuses to listen to the prayer of 100,000 electors, and delay the work until it is possessed of necessary data.

MORE OPPOSITION TO COX DEAL.

Sir Wilfrid Laurier's star railway policy is getting some hard knocks these days. When the Grand Trunk Pacific deal was introduced into Parliament, the Premier pictured the great advantages which would accrue to the Northwest Territories through the construction of a second trans-continental railway. Hon. Clifford Sifton, who followed his leader with a similar line of argument, pointed out with great satisfaction to the fact that large sections of land recently released for settlement would be enhanced in value and could be sold to pay for the new railway. These were two of the strongest arguments advanced in favor of the Cox deal. But they have been scattered as chaff by Hon. F. W. G. Haultain, Premier of the Northwest Territories. Speaking for the people of that great portion of Canada, he declared that the Grand Trunk Pacific deal as outlined by Sir Wilfrid Laurier would never benefit his constituents. He denounces it as an extravagant and unwise measure. Moreover, he declares that the people of the Northwest will never submit to the sale of public lands to raise funds for presenting Senator Cox with \$100,000,000. And so the people continue to range themselves against one of the most iniquitous proposals ever made in Canada. It is not too late for Sir Wilfrid Laurier to listen to reason in this matter. If he fails, then the country should hold him and his party responsible for the enormous expenditure he proposes.

PROTECTING THE ELECTION CRIMINAL.

Some time ago Sir Wilfrid Laurier announced that it was the intention of the government to make an effort to stamp out bribery and other election crimes. In order to have a bill prepared, which would not only suppress offences against the election act but prove acceptable to both parties in the Commons, a special committee consisting of five Liberals and four Conservatives was asked to take the question under consideration. The committee devoted weeks to a careful enquiry as to how election crimes could be prevented, and drafted a bill which was unanimously passed before being sent to Parliament. Between the time the committee was appointed and the discussion of the bill in the Commons, Sir Wilfrid Laurier and his followers evidently experienced, a change of heart. Every obstacle was placed in the way of those who favored purer elections, and the result has been that nothing will be done to stamp out the disgraceful crimes which have characterized the work of Liberal leaders during the past seven years. Ballot-box stuffing, telegraphing, impersonation, ballot stealing, perjury and corruption have practically received the endorsement of the government. An election is impending, and the machine will have full swing. Had Sir Wilfrid Laurier acted in good faith, the election thug would have been promptly suppressed. But the new Liberals

are so much bound up with the professional electioneer, and so Canada is to continue to bear the disgrace which has too long been hers.

WHAT GOVERNMENT EXPECTED.

The splendid railway policy inaugurated in Manitoba by Hon. R. P. Roblin has resulted in a general decrease in freight rates in that province. Mr. Roblin assisted the Canadian Northern Railway on condition that the Manitoba government should control freight rates over the line. The outcome was a decrease in railway charges which saves thousands of dollars to western farmers. But this is not all. The Canadian Pacific has now followed in the footsteps of the MacKenzie & Mann system and has declared a cut of 3 cents per cwt. in freights on grain. This cut means that Manitoba farmers will pay \$1,000,000 a year less to railway companies than they did before government control of freight rates was introduced.

When the Grand Trunk Pacific deal was under consideration, the Conservative party endeavored to induce Sir Wilfrid Laurier to make provisions for low freight rates similar to those which have proved so satisfactory in Manitoba. The federal government, however, positively refused to safeguard the interests of the shippers on the Grand Trunk Pacific and thereby allowed an opportunity to pass, to forever insure to Canadian railway patrons fair and reasonable freight charges. Had the opposition's policy been accepted, millions of dollars would be saved to farmers in the east and west, but because that would mean the loss of millions to the friends for whom the Liberals propose to build a railway, the people are left to sink or swim.

PROTECTION VERSUS FREE TRADE.

Evidence is accumulating as to the control exercised over Canadian industries by United States manufacturers in all cases where the duties are low enough to permit the Americans to slaughter their wares in our markets. Articles on which a high duty is maintained can be purchased in Canada at lower prices than those prevailing in the United States. Where the Fielding tariff has enabled American trusts to force our factories to close prices here rule higher than across the border.

An excellent example of low prices under high tariff is to be found in the case of iron pipe on which the duty is 35 per cent. The quotations in the United States and Canada are as follows:—

Table with 3 columns: Canadian Price, U.S. Price, and inch. Rows include 1/2 inch, 3/4 inch, 1 inch, 1 1/4 inch, 1 1/2 inch, 2 inch.

Take wire fencing, which was placed on the free list and mark the contrast. The Laurier government promised it cheaper to the farmers but as everybody knows, the United States trust, after closing our wire factories, forced up prices higher than ever, until now numbers 9, 12 and 13 wires are sold by the Americans as follows:—

Table with 3 columns: In Canada, In U.S., and No. Rows include No. 9, No. 12, No. 13.

The Verdict

The Alaska Boundary decision is as reported in the premature announcements. Everything goes to the United States except Portland Channel, which does not matter much one way or the other. B. This decision, which is final, the United States obtains undisputed possession of a large area of country which Canadians have been rightfully theirs. Cleared of technicalities and verbiage the main matter in dispute may be easily understood. When Alaska belonged to Russia it was agreed between that country and Great Britain that the Russian coast strip should follow the mountain range, the mountains were less than ten leagues from the shore, and where the distance was greater the boundary should be a line drawn parallel to the coast ten leagues from the sea. Now it happens that the coast line is broken by deep inlets running between mountain precipitous. These inlets were called canals in the old documents. Some of them penetrate the country fifty miles and more and are navigable. The main question to be determined was whether the ten marine leagues, or thirty-five miles, should be measured from the state line of the coast, as the Canadians contended, or from the head of the canal, as the United States claimed. A majority of the commissioners have decided that the line parallel to the shore is one which runs thirty-five miles back from the heads of all the canals. It is therefore sometimes a hundred miles from the sea coast, and will be an amazing curve, winding like this. One of the canals which will now be cut off from Canadian territory by thirty-five miles of United States land, is Lyman Canal, by which people travel to the Yukon. A line thirty-five miles from the main ocean would have crossed this canal a long way from its head, and left Skagway in Canada. As the decision goes, Canadians cannot enter the Yukon by the ordinary route except by passing through foreign territory. The two Canadian commissioners have refused to sign the decision and the press correspondent is doubtless quite wrong in the belief that they will ultimately consent. The decision is blinding without

them. It would not have been blinding without the United States commissioners. There was never the slightest chance that Canada could get a verdict. The constitution of the tribunal absolutely forbade that. It would have been much better if the Canadian government had refused to submit the case to such a court, either handing over the territory as a free gift, or else insisting on a properly constituted court.

Latest from Ottawa.

G. T. P. BILL PASSED THE SENATE. The Grand Trunk Pacific bill passed its second reading in the Senate on Saturday by a vote of 21 to 14, after Senator Ferguson's amendment calling for delay was defeated. There were 16 pairs, which explains the small vote. Senator Cox declined to vote on account of the prominence given him in connection with the job. The bill is now in committee.

There was a hot time in the Commons Saturday afternoon and evening as a result of the effort of the government to prevent conservatives sending out campaign literature. Hon. Mr. Mulock in a most exaggerated speech said that the opposition were forcing through train loads of matter, which tied up the postal facilities of the country. He complained that all the mail bags of Montreal were kept in use and threatened force. The opposition answered the postmaster general by showing that the government was carrying on a most unscrupulous and were sending broadcast hundreds of thousands of reports of speeches, etc., franked by ministers. This matter was prepared in different departments by officers in the pay of the country, whereas the conservatives are paying their way. The grits were taunted with being afraid to have people learn the true state of affairs at Ottawa. After several hours of cross-firing the matter was allowed to drop.

The ranks of the opposition were reinforced on Saturday by the welcome arrival from British Columbia of Sir Hilbert Tupper, who will remain in Ottawa until the end of the session. Sir Hilbert is looking remarkably well despite the rigorous campaigning he has just undergone in the British Columbia elections. Speaking to a correspondent, he said that unquestionably the McBride government would be able to carry on business and had a clear majority of two in the house of assembly.

Get to Know the Country.

(Winnipeg Telegram.) William Small, secretary-treasurer and manager of the Canada Horse Nail Company of Montreal, was one of the touring manufacturers and gave his impressions as follows: "It is simply impossible to make a brief statement that will do justice to the subjects presented. I was prepared, of course, for much that I have seen, but no one can realize the vastness of the western empire or imagine the future greatness unless he has personally visited, as we have done, the leading cities and towns from Winnipeg to Victoria and has seen the immense areas of standing crops yet awaiting the harvester. The extent and the magnificent sublimity of the mountains and canyons through which we passed made us realize, as never before, the difficulties of construction encountered and overcome by those who carried to a successful conclusion the building of the Canadian Pacific railway. Many of us have descended into the depths of the earth in the mines of British Columbia.

KNOW THE COUNTRY.

"The trip as a whole has been of such benefit to us business men that a laudable action on the part of the educators and philanthropists of Canada would be to establish at our various educational institutions travelling scholarships, the holder of which would move from point to point of our broad domain and learn to know his own country. Such a scholarship would be a most valuable opportunity for a young man entering any career in Canada.

COINAGE QUESTIONS.

"As the mover of a motion on the subject at the annual meeting of the Manufacturers' Association, there is one question in which I have been deeply interested, namely, the silver coinage that is used in the country. This trip has substantiated my former calculations that fifty per cent. of the silver used in the Northwest is of United States coinage. As there is a very handsome profit for any government in the coinage of silver—the cost of the material and workmanship being greatly exceeded by the face value of the coin, it would be the plainest of practical business sense to take steps to replace this United States silver money by Canadian coin. In 1870 the government started some foreign indebtedness by exporting \$5,000,000 in silver, and it should be on the watch to repeat this course. The encouragement of silver coinage by the Canadian government would not only yield a revenue to government, but could be so arranged as to stimulate our own silver mines.

The Prices.

Table with 2 columns: Item and Price. Rows include Butter, Beef, Pork, Eggs, Flour, etc.

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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Farm for Sale.

The undersigned offers for sale a freshfield farm containing 112 acres, 60 cleared, balance covered with soft and hard wood, good buildings and well watered, making a desirable dairy farm. For particulars apply to J. J. McInnis, Head St. Peter's Bay, or by letter to the owner, JOHN McISAAC, McInnis, British Columbia. Oct. 7, 1903-2m

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Mortgage Sale.

To be sold by public Auction, at the Court House in Charlottetown, in Queen's County, Prince Edward Island, on Tuesday, the Twentieth day of October, A. D. 1903, at the hour of twelve o'clock noon: All that tract, piece or parcel of land situated lying and being on Lot or Township No. Twenty-two, in Queen's County, aforesaid, being formerly all the glebe and school lands situate on said Township, and is bounded and described as follows, that is to say: On the west by the Malpeque Road; on the north by a road leading from the said Malpeque Road to Bennie Road; on the east by land now or lately in possession of Hugh McIsaac, and on the south by land now or lately in possession of Angus Nicholson, having a width of twenty-six chains on said Malpeque Road, and running northwesterly by parallel lines at right angles to said last mentioned road for the distance of fifty chains, containing by estimation one hundred and thirty acres of land, a little more or less, with the appurtenances. The above sale is made pursuant to a power of sale contained in a certain indenture of mortgage bearing date the twenty-fourth day of April, A. D. 1880, made between George Richard Goodman Bagshall, of the one part, and Edward J. Hodgson, of the other part. For further particulars apply at the office of William S. Stewart, Solicitor, Charlottetown. Dated this first day of September, A. D. 1903. EDWARD J. HODGSON, Sept. 23, 1903-4i Mortgagee

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