

THE HERALD

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Subscriptions for 1902 and previous years are now overdue; and subscriptions for 1903, are now payable. Our friends will please bear these facts in mind.

The latest advices from Caracas state that the Cabinet of President Castro, after two stormy sessions, have accepted all the conditions proposed by the Powers relative to the arbitration of the matters in dispute. The Venezuela Government, it is reported, consider the conditions unjust, but declare that they are obliged to yield to force. It will thus be seen that Castro has got right down into his boots. The ghost of the Monroe doctrine did not rise at his bidding; consequently his bluff game was an utter failure. Poor Castro, he will know better next time.

The Stanley did not cross from Summerside to Tormentine on Thursday last. On Friday she went over, but did not return till Saturday. The mails brought over by her on Saturday were taken to Charlottetown by special train. The new time schedule for her to leave Summerside at 7 o'clock a. m., was to go into effect on Monday; consequently, as there was no special train arranged for the mails went out on the afternoon train on Saturday. These mails were put on board the Stanley and she started on Monday, but up to latest accounts she was stuck in the ice a short distance outside of the harbor. In consequence of this no foreign mails have been received on the Island since Saturday. Meantime the Minto is making daily round trips. Yesterday the mails were sent to the Minto by the regular afternoon train; we may therefore expect to receive a mail by the Minto this afternoon. This mail will probably reach Charlottetown by eleven o'clock to-morrow. Meanwhile the foreign mails sent to Summerside on Monday remain there. We are a progressive people, to be sure!

The three by-elections for the Provincial Legislature of Ontario held on Wednesday last, were all carried by the Ross Government. The Liberals themselves did not count on carrying one of the seats, and the Conservatives were equally confident of electing two of their men. The constituencies were North Norfolk, North Perth and North Grey. This is what the Ottawa Citizen has to say about the matter: "When it is said that the result in the Reform stronghold, North Norfolk, was close, and that the two other constituencies, which had returned Conservatives in the general election, were captured by government supporters by majorities up in the hundreds, the whole story is told. The fate of the Ross administration hung in the balance. It was necessary to its existence that these by-elections should be carried. And they were carried—very much so. In May last North Perth and North Grey returned Conservatives. Since that nothing has occurred which should incline the feelings of the electorate towards the Ross administration. On the contrary we have had the series of exposures of the most revolting political corruption in the history of the country—scandals so disgraceful that even the Grit press could do nothing but remain silent in shame or half-heartedly condemn them. We have had the referendum fiasco, the resignation of a minister of the crown to avoid unseating and possible disqualification, the denunciation of the corruption of the administration by Mr. S. H. Blake. In the face of all this we have three constituencies which controlled the fate of this corrupt administration going solidly for it, two of them which had returned Conservatives before by small majorities now returning Ross supporters by three figure majorities. There is only one construction to be put upon it, and that construction is deplorable alike as reflecting the shameless lack of principle on the part of the government and prostituting effect of the existing regime of corruption upon the electorate. For the honor of the province we would gladly account for it in any other way, but the facts are too evident to be gainsaid. As a result of these elections the parties in the local house stand: Liberals, 51; Conservatives, 46; with two constituencies open and several protests pending in the courts."

The people of Souris have energetically taken up the matter of increased train accommodation on the Souris and Georgetown branches of our railway. The meeting of the Board of Trade held last week was attended by J. J. Hughes, M. P., John McLean, M. L. A., Thomas Kickham, A. L. Fraser, Dr. McLellan, and all the merchants of Souris, besides Mr. Horace Haszard, of Charlottetown, and others. It was pointed out that last year, in response to an invitation, Superintendent Sharpe, of the P. E. I. Railway, attended a meeting of the Board. At that meeting two express trains a week were asked for during the winter months, and freight trains on the other four days. The Superintendent did not see fit to grant this, on the ground of increased expenditure, and also because the time table had already been made up; but promised, as an experiment, to run the train from Mount Stewart to Charlottetown on certain days as an express. He also promised to consult the Souris Board of Trade before making up the time table for the present year. This, the Board claims, he failed to do, and at last week's meeting censured him for his failure therein. They discussed the proposal of applying for redress directly to Mr. Blair, Minister of Railways. The Board now asks for two trains a day, a continuous express, and that the railway authorities manage freight as they think fit. In justification of their demands they point out the very irregular hours at which the trains arrive at present in Souris and at other stations along the line. They also contend that the increased revenue from freight and otherwise justifies this increase in expenditure. Two trains are run daily to Tignish and Alberton, where the revenue, they contend, is no greater than on the Souris branch. The increased freight traffic causes more delay along the line; consequently there is need of better railway accommodation. In consequence of freight being continuously carried by the winter steamers, merchants order their goods just as they are required, instead of stocking up early in the fall as in former years. In consequence of the importance of the matter under discussion the meeting was adjourned to Monday evening last, 12th inst. A committee consisting of John McLean, M. L. A., L. Fraser and G. B. McEachern were appointed to prepare resolutions to be submitted to the meeting. The adjourned meeting on Monday night was well attended, and the unanimous opinion of all present was in favor of improved train arrangements for King's County. Superintendent Sharpe was in attendance by invitation of the Board. John McLean, Esq., M. L. A., President of the Board, occupied the chair. Among those present who took an active part in the discussion were: Rev. R. B. McDonald, P. P., and Rev. Mr. Simpson, J. J. Hughes, M. P., C. H. Sterns, Thomas Kickham, H. H. Acorn, Dr. McLellan, A. L. Fraser, Dr. Houston and G. B. McEachern. Mr. McLean, in opening the meeting explained the object and stated that he was in receipt of communications from the people of southern King's, guaranteeing co-operation in the matter of working for improved train arrangements. Superintendent Sharpe being called upon requested that the minutes of last year's meeting, implying a promise from him to consult the Board about this year's time table to be read. He failed to find anything in these minutes, he said, implying such a promise, and was sorry any misunderstanding should occur. He would not stand in the way of their efforts in trying to get express trains; but he would not commit himself in the matter of express trains during the winter. Mr. John McLean and the other gentlemen named, forcibly pointed out the great injustice and inconvenience of the present arrangements, and emphasized the right of the people to improvements. Want of space prevents us from referring to the matter at any greater length.

A PRINCELY GIFT. Some time ago we noted that Charles M. Schwab, the multi-millionaire president of the United States Steel Corporation, had bought a large tract of land at Richmond Beach, Staten Island, as a place to which the poor children of New York might go in the summer for recreation. Now we learn that he is having a steamboat built especially for the purpose of conveying these children to and from the beach. The boat is described as 211 feet long and twenty-nine and a half feet wide over guards. She is expected to make nineteen miles an hour, and will cost \$135,000. All the machinery will be enclosed in glass so as to be visible to the little ones. There will be a hospital for sick and crippled children and a nursery.

INCREASED BANK CAPITAL. The Bank of Montreal shareholders on the 7th inst., decided to increase the capital of the bank from twelve to fourteen millions. New stock will be issued to shareholders in proportion of one to six at \$500 per share. The market value to day was \$540. The par value of shares is \$500.

Ottawa Weekly Letter.

AUDITOR-GENERAL VERSUS MR. BLAIR.

Hon. A. G. Blair has been good enough to tell Canadians that the fiscal year 1902 was a profitable one for the Intercolonial Railway, so much so, that an alleged surplus of \$95,000 was earned. But it is from the Auditor-General we learn Mr Blair's method of surplus getting, and the story is well worth repeating. It dates back to the year of the last general election held in 1900. An election day, November 7, drew near. Mr Blair was seized of the necessity of purchasing undreamed of stores for the Intercolonial. He fairly hurled his orders at the heads of good party supporters, and with such telling effect, that he had recorded against the Intercolonial an acknowledgment of debt for the year 1900-01, of \$488,000. Later, it was discovered that Mr Blair's real surplus on the year's business was \$1,296,000, the better results being attained by wholesale and convenient charges of running expenses to capital account.

How far this practice was followed during 1901-02 will not be known until the Auditor-General's next report from. But this we do know, that Mr Blair's election placed him in good form for that period. On June 30th, 1901, he had in his stores supplies worth \$1,824,000, all purchased in 1900, or more than double the quantity carried at any previous time. The Minister's coal yards were also well-stocked. In that now celebrated election year, Mr Blair bought \$1,285,120 worth of coal, and used only \$610,867 worth. Thus he was enabled to commence operations on June 30th, 1901, with \$774,253 worth of coal to the good.

In his purchase of ties, Mr Blair was equally happy. In 1900-01, he bought no less than 2,274,226, which, with 127,000 held in store, gave him a total of 3,401,226 ties. The quantity used in that year was 495,960, leaving a surplus of 805,266 for use in 1901-02. The rolling stock of the road was also brought up to a high standard by distribution of election orders, and consequently, Mr Blair's position on June 30th, 1901, was only second to that of a king. He had in his possession \$774,253 worth of coal; \$1,375,120 worth of stores sufficient for a whole year; and a supply of rolling stock which involved little or no expense.

At the close of the year ending June 30th, 1902, he triumphantly announced a surplus of \$95,000 due to a most gigantic distribution of patronage, the direct object of which was to return as many Liberals as possible to the ninth Canadian Parliament. It is not a wonderful achievement, in view of the statistics furnished by the Auditor-General? In a year when four of his largest outlays were reduced to almost nothing, and the usual amount of accounts cooked, is it not a wonder to show a balance of \$95,000 to the good. This is what we are asked to commend the Minister for. We are supposed to have closed the Auditor-General's report of 1900-01 and forgotten his misdeeds but absolutely reliable figures. Are the piles of rotting ties along the Intercolonial, the purchase of coal at double prices, the excessive orders placed with party favorites, and the other reckless and useless acts of the Minister during the last election, wiped out by that handsome margin of \$95,000? Mr Blair and the persons who benefited by the open-handed campaign, answer in chorus, "Yes! a thousand times, yes!"

What do you think of the Auditor-General's exposure of the festivities? FARMERS LOST OVER TWO MILLIONS. Liberals have always held "the protection of the farmer" to be an impossibility. In the Trade and Navigation returns, for 1902, ample evidence to the contrary is presented in the report of W. S. Fielding, official tariff farmer, is prepared to put forth a claim that Canadian farmers are not of the same standard of intelligence as United States farmers, there is no reason why our farms should not supply all the provisions needed for the home market. We have all the resources at hand, and the one thing lacking is the tariff enjoyed by Americans. In 1902, United States States farms raised for Canadian consumption the following:—

Table with 2 columns: Pounds and Value. Items include Butter, Lard, Bacon, Canned meats, Mutton and Lamb, Pork, Poultry, Dried meats, Other meats, Cheese, Beef, etc.

BIG EXPENDITURE COMING. Hon Raymond Prefontaine has repeated his former repudiation of Liberal principles and pledges and goes it one better. His latest manifesto enjoins Canadians to prepare to meet a further increase in the public expenditure, amounting to millions. This is quite in keeping with Mr Prefontaine's municipal record at Montreal, and shows that our newly elected Minister has not forgotten anything or learned anything by his ignominious rejection from the majority of his native city. He is evidently paying the way for regular "wait until you see us next year" scattering of the people's money, and the coming budget promises to be a record breaker.

On the tariff question, Mr Prefontaine is very reticent and has lost some of his protectionist enthusiasm. Can it be that the Free Trade section of the party are treating the Hon Raymond to some of Mr Tarte's wretched "Dr. Blair" part of the Liberal's double dealing fiscal policy?

A BUSY SESSION COMING. Parliament is booked to meet early in March. The coming session will be one of the most important since Confederation, and will probably last for six months or over. Among the important questions to be considered are: the tariff, the fast Atlantic service, the redistribution bill, the proposed Colonization Conference delegates, the Railway's Commission on bill, the telephone bill, the Cattle Brands bill, the Great Trunk Pacific bill, granting of railway subsidies for the years 1901-02 and 1902-03, and the proposal to further extend the Intercolonial. From the above it is possible it can be seen that Canada's legislators have a busy session before them.

CANADA IS AN EASY VICTIM. The United States tariff is not to the liking of Germany. Uncle Sam has raised a wall, which effectively bars foreign manufacturers from entering into competition with those who have invested money for the development of American resources. On the other hand, the United States has been finding ready purchasers in Germany for United States goods. Germany proposes a remedy for this unfair division of trade. The German government has been authorized to impose prohibitive duties on all American goods, thus guaranteeing her home market to her own people. Canada stands in the same position with the United States and Germany, as Germany does to the United States. Our relations with Germany are even more so, for the simple reason that Ger-

many long ago decreed, that no Canadian grain should enter her ports. But there is a wide difference in the treatment meted out to Germany and the United States by Canada, and the treatment accorded the United States by Germany. Our government supinely consents to the war waged on our industries, and actually extends to Germany the benefits of our British preference. The Conservative party is opposed to such senseless and criminal generosity. It is not in accord with the policy of "Canada for Canadians." We want a change of tactics in the administration of our fiscal affairs. Canada is much too easy a victim for foreigners.

DESTRUCTIVE RAILROAD COLLISION.

Three men dead and 14 or more other persons injured, one fatally, is the result of a collision between two trains on the Pennsylvania system, on the main street of Ada, Ohio, on the 8th inst. The dead are: Joseph Sheldahl, Wayne, Ind.; McPool, Fort Wayne, Ind.; Alonzo Hadley, Van Wert, Ohio. Among the injured are: W. A. Fierce, of Chicago; Guy Kingsbury, editor of the Dankirk Standard; Conductor Tracey and Baggage-master Blackburn. The accident was one of the worst that ever occurred on that division of the Pennsylvania system and was highly sensational in all its details. It occurred on the main street of the town at a time when the thoroughfare was crowded with people. Train No. 35, west bound for Fort Wayne, had started out of the station, but at the main street crossing was compelled to stop on account of some accident to the air brake. A fast train going in the same direction, which was several minutes late. On account of a driving snow storm the engineer of No. 19, was unable to see the signal in time to slacken his speed and his engine crashed into the rear coach of No. 35 at the rate of 40 miles an hour. No. 35 consisted of two coaches, the rear one being a combination baggage and passenger car in front. Both were telescoped and scarcely a passenger escaped injury of some sort. The scene about the wreck was frightful.

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Epps's Cocoa Proud AS A Peacock LIBERAL-CONSERVATIVE ATTENTION!

The annual meeting of the Liberal Conservative Conference of Prince Edward Island will be held in the Benevolent Irish Society Hall, Kent Street, Charlottetown, on Friday, the 30th day of January inst., at 11 o'clock a. m.

The conveners for all the electoral and polling districts are respectfully requested to secure a full representation from their polling divisions. ALEXANDER MARTIN, President. C. R. SMALLWOOD, Secretary.

1903 New Goods NOW OPENING.

1 case alarm clocks, 1 case cake baskets, fruit dishes, trays, spoons, pie knives, etc., gem rings, wedding rings. All our watches, nearly all our silverware, and a large part of our jewelry is new and up to date. We do not want a large but will be satisfied with a fair profit on our goods. Reliable articles can not be bought for a song any more than a hundred years ago. We shall endeavor to sell goods that are standard and a satisfaction to both buyer and seller. In watches we sell chiefly the Waltham and Elgin, and in our opinion they are not to be beat in their time-keeping qualities and durability. We have known many that have stood the service of 20 years yet with proper attention. Chains and rings we buy direct from the manufacturers, and save the customers as much as we can in the way of commissions, etc.

We also make rings and other jewelry ourselves. Quality guaranteed. In the Optical line after many years successful fitting of glasses, we still remain one of "the men behind the gun." Please remember another test once in awhile plays. In the continued prosperity of our Island home with the help of your patronage we hope to share.

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Preserves. Teas. Raisins, Currants, Spices, Extracts, Icing, Sugar, Peels, Chocolate, Baking Powder, Prunes, Dates, Confectionery, Fancy Biscuits, Cranberries, Oranges, Lemons, Apples, Nuts, Lime Juice, Fruit, Syrups, Canned Goods, Pickles, etc. We have established a splendid trade in Homemade Preserves. And why not? We sell you a pure article for the price, others charge for imported compounds. We have a big stock on hand of Raspberry, Plum, Green Gage, Strawberry, Gooseberry and Black Currant, in 7 lb. pails, 4 and 6 lb. crocks; also by the lb. You will want 5 or 10 lbs. of Tea for the winter. Let us fill this order for you. We have a big Tea trade, and can give you good values. 5 lbs. Tea, 90c. 5 lbs. Better, \$1.00 5 lbs. Eureka, 1.15 Hazard's Brabmin also in stock. Also Union Blend and Red Rose Blend.

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Everything in our well selected stock is thrown on the market at from 25 to 33 1-3 per cent. discount.

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