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JAMES MCISAAC,
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Federal Finances.

Canada's finances under the happy-go-lucky policy of Hon. William Stevens Fielding are in such a condition as to give the average thinking citizen much food for thought. The statement of the revenue and expenditure for the four months of the fiscal year just completed from April 1 to July 31 is far less satisfactory than the bombastic utterances of the Minister of Finance in the House last session predicted. True there was a slight reduction in the estimates of expenditure approved by parliament for the year, but the effect thereof is not conspicuous in the returns just issued, and the outlays for the four months since the fiscal year opened exceed those of the same period in 1908 by over \$3,000,000. And this in spite of the fact that the general elections are four years hence in the natural order of things, and there is therefore less need of the whole sale bribery of constituencies by, in many cases, needless public works. It is fortunate for Canada that her revenue is on the upward move, and the blue out look is somewhat brightened. And for this the government will undoubtedly take credit just in the same way as it does unblushingly for bountiful harvests, quite ignoring the kind dispensations of Providence, and the hard work of the thrifty Canadian farmer. For the four months from April to July the receipts this year were a little over \$30,000,000 (thirty millions) compared with \$25,000,000 for the corresponding period of 1908, but the increase in revenue is largely offset by an increase in expenditure of nearly \$4,000,000. While the fiscal year is quite young yet, and it is difficult to come to any definite opinion as to what the situation will be when it ends, one fact is incontrovertible and that is the debt continues to jump. On July 31 the net debt deducting deductible assets was \$320,637,000, compared with \$275,511,000 for July 31 1908. The increase in the twelve months therefore was \$45,126,000, and this can hardly be reassuring to those who look for the same business methods adopted in the conduct of the affairs of the country as in a private enterprise. Canada in other words is paying through the nose for the lavish expenditures of the past entered into by the Laurier government, without a thought of the morrow. Future generations are being saddled with an appalling burden of debt. And for this one man is chiefly to blame. Mr. Fielding as a careful and thoughtful financier was long since tried and found wanting. His recklessness amounts almost to political criminality. He is continually having to go into the money market to borrow sufficient to pay back loans he contracted years ago and to keep sufficient cash in the coffers of the country to prevent the wolf coming too near the door. For sheer recklessness with the good name and fortunes of the country Mr. Fielding stands in unenviable isolation. It will take years of careful conservation of Canada's finances to recoup what has been blantly thrown away by the Laurier government during the period that William Stevens Fielding was Master of the Purse. One of the curious incidents of last session was the manner in which Mr. Fielding delivered his budget speech. In bygone years he was full of bounce and would reel off a stream of figures calculated to show that Canada was a country of surpluses and that there was only one Napoleon of Finance on this continent and his name was Fielding. Last session the gossamer bubble was pricked. By dint of expert bookkeeping which would not bear investigation Mr. Fielding declared there was a surplus on the years transactions of \$1,500,000. There was little however of the old boastful ring about the declaration. It was a new Fielding who stood before the House of Commons on that dull March day, a new Fielding somewhat astonished at the inevitable coming true of the old proverb that in times of prosperity it is well to provide for the rainy day. And it was noticeable that the only time the government supporters cheered Mr. Fielding was when he recounted his successes in the money markets of the world. Fancy a body of presumably intelligent Canadians waxing enthusiastic because the Government they supported had such incapacity that they were obliged to pay their debts with borrowed money. And yet it is this same inability to rise above party and parochialism which is ringing the death knell of the Laurier administration. The financial statement for the four months of this fiscal year proves that it will take much prosperity to get rid of the evil effects of Mr. Fielding's amateur financing. His great fault has been a lack of knowledge of the value of money. To him a dollar means nothing, and he has been more ready to squander it on some useless public work than he has been to use it properly and with the same judgment of the ordinary business man. And yet with all these obvious shortcomings Mr. Fielding still clings to the delusion that he is the Moses sent to lead the people out of the desert made by the governments prior to 1896, into the promised land of prosperity. If Canada has been prosperous it has been in spite of the actions and policy of the men who at the present time occupy the treasury benches. Not even the frenzied finance of Mr. Fielding could keep back the country although its progress has not been accelerated by his extravagant fancies. And when Mr. Fielding and his colleagues point to the glorious past, present and future of the nation, and pat themselves on the back for the same, they fail to remember what every honest Canadian must recognize that the drag on the wheels of prosperity has been and is the graft squandering of public money, and wholesale dissipation of the country's resources permitted since Sir Wilfrid Laurier took over the reins of power. The financial statement given above should be carefully considered by those who still cling to the belief that Laurier and Prosperity are twin names. The burden of debt grows heavier, and but for the buoyant revenue at present the outlook would be extremely gloomy. And yet his followers call Mr. Fielding the Napoleon of Finance. The Annual Meeting of the Nova Scotia Press Association will be held at Amherst, N. S. on Thursday and Friday, September 9th and 10th, and this arrangement of days will not be surprising to hear of it.—St. John Standard. The contract for the first 100 miles of the G. T. P. from Prince Rupert, is now estimated to reach \$80,000 per mile, or \$8,000,000 for the whole, the Government guarantees \$60,000 of this amount. By the original contract the Government responsibility was limited to \$22,000 per mile for the Pacific section. When the railway struck for better terms the next year, the limitation was removed. In 1903 Mr. Fielding declared that the guarantee for the mountain section could not exceed \$14,400,000. But this is evidently too low. The first 100 miles calls for a guarantee of \$6,000,000 for the road bed alone, or probably \$7,500,000 for the railway ready for operation. As the mountain section is 839 miles long, it seems likely that the guarantee will approach \$60,000,000 for this part of the railway.—St. John Standard. At a meeting of the directors of the Canadian Pacific Railway company, held in Montreal on the 9th inst, a dividend of 2 per cent on the preference stock and 3 per cent on the common stock for the half-year ending June 30 last, was declared. An additional payment of 1/2 of 1 per cent on the common stock will be paid thereon at the same time out of the interest of the proceeds of land sales. The results for the fiscal year to June 30 were: Gross earnings, \$76,313,327; working expenses, \$53,357,748; net earnings, \$22,955,573; net earnings of steamships in excess of the amount included in monthly reports, \$399,910; income from other sources, \$1,906,510; total net income, \$25,262,061; deduct fixed charges, \$9,427,033; surplus, \$15,835,028; deduct amount transferred to steamship replacement account, \$800,000; deduct contributions to pension fund, \$80,000; net revenue available for dividends, \$14,955,028. After payment of all the dividends declared for the year the surplus for the year carried forward is \$3,847,161. This is surely a remarkable showing. Without doubt the Canadian Pacific Railway Company is one of the greatest corporations in the world. What do our Grit friends think of the financial showing above presented? For years they toured the country and grew black in the face denouncing the C. P. R. and iterating and reiterating that it would never pay for grease necessary to keep the wheels running over the line. This used to be a favorite oratorical theme of our friend Sir Louis H. Davies. These figures, from the Guardian, give some idea of the taxation we are paying, under the present "Free Trade" Government. "The customs and excise taxation in Canada last year was \$73,000,000. Let us suppose that Canada has a population of six and a half millions and that the population of Prince Edward Island is to that of Canada as 1 to 65. That would make the rate of taxation \$11.28 per head, or \$56.40 per family. Prince Edward Island's share, if our people paid no more than the average throughout Canada would be \$1,164,749. That only represents what the Government takes. The consumers pay at least one third more, or over \$15 per head \$75 per family, or \$1,552,998 for the Province. This is pretty steep, is it not?" The leader of the federal Opposition has been quoted more fully in England than any of the ministers, and his statements have attracted more attention than the utterances of the men in office. Mr. Borden's calm and dignified manner and speech, his grasp of large issues, and his comprehensive knowledge of matters that interest the British journalist, are shown in the interviews, reports and descriptions. He does not introduce Canadian party politics into his discussions, and has nothing unpleasant to say of other public men, but when asked, he gives good reasons for the political faith he holds. When Mr. Borden succeeds to the premiership, the newspaper readers of Great Britain will not be surprised to hear of it.—St. John Standard. The contract for the first 100 miles of the G. T. P. from Prince Rupert, is now estimated to reach \$80,000 per mile, or \$8,000,000 for the whole, the Government guarantees \$60,000 of this amount. By the original contract the Government responsibility was limited to \$22,000 per mile for the Pacific section. When the railway struck for better terms the next year, the limitation was removed. In 1903 Mr. Fielding declared that the guarantee for the mountain section could not exceed \$14,400,000. But this is evidently too low. The first 100 miles calls for a guarantee of \$6,000,000 for the road bed alone, or probably \$7,500,000 for the railway ready for operation. As the mountain section is 839 miles long, it seems likely that the guarantee will approach \$60,000,000 for this part of the railway.—St. John Standard.

of the business will probably be an address by the President of the Canadian Press Association looking towards affiliation with the Canadian body. The New Brunswick Press Association Annual Meeting will be held at the same time at Sackville, near Amherst, with the object of meeting with Nova Scotia and Prince Edward Island representatives for the formation of a Maritime Provinces Association. At a meeting of the directors of the Canadian Pacific Railway company, held in Montreal on the 9th inst, a dividend of 2 per cent on the preference stock and 3 per cent on the common stock for the half-year ending June 30 last, was declared. An additional payment of 1/2 of 1 per cent on the common stock will be paid thereon at the same time out of the interest of the proceeds of land sales. The results for the fiscal year to June 30 were: Gross earnings, \$76,313,327; working expenses, \$53,357,748; net earnings, \$22,955,573; net earnings of steamships in excess of the amount included in monthly reports, \$399,910; income from other sources, \$1,906,510; total net income, \$25,262,061; deduct fixed charges, \$9,427,033; surplus, \$15,835,028; deduct amount transferred to steamship replacement account, \$800,000; deduct contributions to pension fund, \$80,000; net revenue available for dividends, \$14,955,028. After payment of all the dividends declared for the year the surplus for the year carried forward is \$3,847,161. This is surely a remarkable showing. Without doubt the Canadian Pacific Railway Company is one of the greatest corporations in the world. What do our Grit friends think of the financial showing above presented? For years they toured the country and grew black in the face denouncing the C. P. R. and iterating and reiterating that it would never pay for grease necessary to keep the wheels running over the line. This used to be a favorite oratorical theme of our friend Sir Louis H. Davies. These figures, from the Guardian, give some idea of the taxation we are paying, under the present "Free Trade" Government. "The customs and excise taxation in Canada last year was \$73,000,000. Let us suppose that Canada has a population of six and a half millions and that the population of Prince Edward Island is to that of Canada as 1 to 65. That would make the rate of taxation \$11.28 per head, or \$56.40 per family. Prince Edward Island's share, if our people paid no more than the average throughout Canada would be \$1,164,749. That only represents what the Government takes. The consumers pay at least one third more, or over \$15 per head \$75 per family, or \$1,552,998 for the Province. This is pretty steep, is it not?" The leader of the federal Opposition has been quoted more fully in England than any of the ministers, and his statements have attracted more attention than the utterances of the men in office. Mr. Borden's calm and dignified manner and speech, his grasp of large issues, and his comprehensive knowledge of matters that interest the British journalist, are shown in the interviews, reports and descriptions. He does not introduce Canadian party politics into his discussions, and has nothing unpleasant to say of other public men, but when asked, he gives good reasons for the political faith he holds. When Mr. Borden succeeds to the premiership, the newspaper readers of Great Britain will not be surprised to hear of it.—St. John Standard. The contract for the first 100 miles of the G. T. P. from Prince Rupert, is now estimated to reach \$80,000 per mile, or \$8,000,000 for the whole, the Government guarantees \$60,000 of this amount. By the original contract the Government responsibility was limited to \$22,000 per mile for the Pacific section. When the railway struck for better terms the next year, the limitation was removed. In 1903 Mr. Fielding declared that the guarantee for the mountain section could not exceed \$14,400,000. But this is evidently too low. The first 100 miles calls for a guarantee of \$6,000,000 for the road bed alone, or probably \$7,500,000 for the railway ready for operation. As the mountain section is 839 miles long, it seems likely that the guarantee will approach \$60,000,000 for this part of the railway.—St. John Standard.

Hibernians United to Honor Dead. Representatives of both federal and provincial governments and high dignitaries of the Catholic Church, met Sunday at Grosse Ile P. Q. where in the presence of seven thousand people, a monument was dedicated to the memory of the Irish immigrants who were stricken with typhus fever and gave up their lives on the rocky shores of that secluded spot in the summer of 1847. Speeches were delivered in their language, and the Celtic cross, whose graceful proportions stand on a height visible to all who sail up or down the St. Lawrence, bears on its pedestal inscriptions in French, English and Gaelic which tell the story of the ship fever sixty years ago. A whole fleet of steamers was required to bear the excursionists down from Quebec. Special trains began to arrive in the morning from Montreal and Ottawa, and these with the Quebec contingents made a notable display as they sailed down to Grosse Ile with bands playing the national airs of Erin. The Hibernians were strongly represented, having all their chief officers present, and speeches by the members of their executive as well as those of Sir Charles Fitzpatrick, chief justice, Hon. Chas. Murphy, secretary of state, were of a nature to make the ceremony an uncommon one. Lieutenant Governor Pelletier was present at the dedication and also the Papal Delegate. Solemn Mass was sung alongside the cemetery where sunken trenches are still discernible, followed by the chanting of the litanies for which the Archbishop and attendant priests put on mourning vestments. The music was supplied by a mixed choir of male and female voices, in which were descendants of many Irish immigrants who came to Canada since the famine year. French and English Canadians sang in Latin, the litanies of the dead. A beautiful tribute to the Irish attachments to the old faith of Catholicism was expressed by Archbishop Begin, who said it was as unalterable as the granite cross that was now raised in their memory. After the celebration of Mass, Rev. Father Maguire, Provincial chaplain of the A. O. H., preached an appropriate sermon on the sufferings and resignation of the fever-stricken victims. It was remarked by Father Maguire that sixty orphans left by the ravages of the fever were adopted into French Canadian families. Mgr. Sbarretti, the Papal Delegate, unveiled the monument and the representative of the Pope delivered an address in English. At the moment the memorial stone was exposed the people and the uniformed Hibernians lined up and the band played "God Save Ireland." Mgr. Sbarretti expressed his pleasure at being present, saying the Irish race was noted for its constancy to his Holiness. To that they had ever been true in their history. When the angel of death spread his black wings over the island the spirit of the Irish immigrant was tested and found as inflexible then as ever, and devoted to the old faith of Rome. Mgr. Sbarretti closed with a few words expressive of his sympathy with the progress and good will of the Irish descendants in Canada. Disastrous Hotel Fire. Fire destroyed the Okanagan Hotel at Vernon B. C., on the 11th. Eleven persons perished in the flames. Five others were injured. The building was three stories high with forty eight rooms and was a mass of flames before the alarm was turned in. The stairways had been destroyed and guests were tumbling out on the fire escapes or leaping out in the rear. The fire was rapidly confined to the Hotel. The building was on Main Street and was surrounded by prominent business houses. The Royal Bank, Morris Drug Store and Lovelidge Real Estate offices were considerably damaged. A man named Pickling lost his life after saving his daughter. Singlet, the proprietor went back for a domestic and was caught in the flames. The Hotel belonged to Singlet and Albers. The loss is \$25,000. The building was partly insured.

Specimen Bricks. (From the Boston Herald.) Have you ever noticed that about ninety-nine out of every hundred of the people who sell at your office want you to do something for them? Ask the Chicago Record-Herald. Have often noticed it, and the one hundredth calls attention to a typographical error. (Omaha Bee) A western editor has received the following letter: Please send me a few copies of the paper which had the obituary and verses about the death of my child a week ago. Also publish the enclosed clipping about my niece's marriage. And I wish you would mention in your local columns if it doesn't cost anything, that I have a couple of bull calves to sell. (Send me a couple of extra copies of the paper this week. As my subscription is out, please stop my paper. Times are hard to waste money on a newspaper.) A Brave Deed. While some little girls were bathing in the St. Lawrence river near Point Iroquois, one of the number, Beryl Pelton, daughter of the editor of the St. Lawrence News of Morrisburg, stepped into a deep hole with a treacherous undercurrent. She was swept off her feet in a moment and was being carried into the main current when her younger sister Norma, only 11 years of age, standing on the bank, saw her danger. Without hesitation she rushed into the water with her clothes and shoes on and wading out nearly to her neck, succeeded in reaching her older sister and with difficulty pulled her into shallow water, thus saving her life. Had the younger sister hesitated a moment, or lost her presence of mind the older sister would have been drowned, as the current is very swift at this point. Accident On Ship-board. The Lunenburg schooner Beatrice Mack, Capt. Coram, arrived at Canso Friday seeking medical aid, for one of her crew, George Meiner, who on Wednesday last, had one of his legs broken. The accident is a result of the easterly storm of the early part of last week. The Beatrice Mack has a full fare of fifteen or sixteen hundred quintals and was ready for home, when the gale struck. Everything was scuttled up, and on Wednesday morning the schooner was running under single reefed foresail and although the seas were mountains high, only one boarder the vessel, and this with terrific force broke the lashings of the dories, and returned the mate and striking Meiner throwing him to the deck and breaking his leg near the hip. After intense suffering since Wednesday last, the unfortunate man was brought in and the lumber, by Port Physician P. A. McEwen, assisted by Dr. Egan. The sufferer was made as comfortable as possible and proceeded to Lunenburg on the schooner. Prescription By Wireless. A medical prescription sent to the Nantucket Shoals lighthouse 65, in response to a turray call for advice brought about the happy recovery of Capt. Frank S. Doane, the master of the light vessel, from a severe illness the other day. There is a medicine chest on board the lightship fitted with remedies for all the troubles sailorsmen are supposed to be liable to, but Capt. Doane's symptoms were so unusual that he was at a loss to select the medicine that should meet the emergency. It was the dilemma of the wireless operator on the lightship caught to his aid, and calling the naval torpedo station at Newport described the captain's malady. Immediately afterwards a reply was sent embodying a prescription from the medical officer at the naval station and the wireless message from the lightship later in the day brought the welcome announcement that the patient had taken what the doctor ordered and had practically recovered. Fatal Railway Collision. Eight are dead and 50 injured, some fatally, as the result of a head-on collision between north-bound and south-bound trains on the Denver and Rio Grande thirteen miles north of Colorado Springs Sunday. The trains met on a curve and the crews had no opportunity to avert a collision. The north-bound train drawn by two engines, telescoped the baggage car and smoker of the south-bound and all three engines went into the ditch. More than 400 passengers were on the two trains. All were thrown to a screaming mass on the floors of the cars and many were hurt in the stampede to escape. Relief trains bearing surgeons and nurses were rushed to the scene. Schooner Wrecked. The schooner "Myrtle," abandoned and with sails partly set was driven ashore near North Sydney in a gale on Thursday last. Huge waves broke over her and no boat could live in the surf; so that none of those on shore put off to the wreck. The schooner was on a lee shore ordered the men to take to the boats which were secured. All the sails of the vessel were torn to ribbons and hanging in tattered remnants from the masts. On Friday a survey was held on the schooner by Joseph Sailer, representing the owners and underwriters, and Capt. N. Macarty, of the schooner Francis Rybert and Capt. Bennett of the schooner O'Leary. The surveyors found the vessel badly damaged. There is a hole in her bottom due to her pounding on the borders on which she lies, and she is badly strained and weakened. Her sails were completely torn away in the gale, and nothing remained but the spars and rigging. The surveyor recommended that she be sold at public auction. She had on board a cargo of 92 tons of coal which will also be sold.

MEET ME AT The Always Busy Store Remnants of Dress Goods! It is really very hard for a person not connected with the Dry Goods business to realize the numbers that collect in just one season. Do you need a new waist or shirt or a coat or dress for one of the children? Here's a chance. Over 200 Remnants now on sale from 1 3-4 to 5 yards in length. All from the Dress Goods department, and includes Serges, Cashmeres, Tweeds, Venetians, Lustres and many other Cloths. Stanley Bros. You can distinguish MacLellan-Made Clothes from other makes, no matter where you see them. At a distance they are distinguished by their distinctive cut and stylish appearance — and at close range the contrast is made more apparent by the faultless workmanship and good material embodied in their make-up. Let us make your next suit. MacLellan Bros. THE EXPERT TAILORS. WE HAVE IN STOCK For the Summer Trade a fine selection of TEMPERANCE DRINKS! FRUIT, CONFECTIONERY, etc. If you need anything in Pipes, Tobacco, Cigars or Cigarettes, we can supply you. DROP IN AND INSPECT. JAMES KELLY & CO. June 28, 1909—8m

Tunnelling Extraordinary. Work has just been completed in the most colossal piece of tunnelling that has ever been attempted in Canada. In the finishing of the famous spiral tunnels on the main line of the Canadian Pacific between Field and Hector, which will add several miles to the length of the track, together with over a mile of tunnelling and several bridges the Big Hill grade is made steeper to more than double the tractive power of the engines. While the work means the excavation of nearly three quarters of a million yards of virgin rock, the employment of a thousand men for nearly two years, the boring of about a mile and a half of tunnels in mountain ten thousand feet high, and the building of two bridges over the Kicking Horse river, it is estimated that it will prove a splendid investment for the C. P. R., as it will reduce this big gauge line from 21 to 20 feet lift—27 locks in all, connecting 23 navigable pool levels. The waterway would be entirely in Canadian territory far removed from the boundary and independent of international waters, Ottawa Citizen. Pleasure Resort Burned. Hailan's Point pleasure resort across the Bay of Toronto has been wiped out by fire. The loss is estimated at \$125,000. One girl Clara Andrews, lost her life in the flames. The fire started in the Gem theatre from a chemical mixture placed there to furnish colored lights for the ballet dancers. Miss Andrews who lost her life was castler at the "Figure Eight." She was confined in a cage with a wire front and when the flames cut off escape from behind, a policeman tore the front off the cage to give her a chance. The girl made an effort to save the cash, but the flames closed around the young woman and the heat drove the rescuers back. Nothing more was seen of the young girl until her charred remains were recovered when the fire was extinguished. Two other girls had their hair singed but escaped with their lives. I am showing the largest range of Fall and Winter Caps you ever saw. Prices from 50 cents to \$1.50 I can fit any man's head or suit any man's purse. H. H. BROWN The Hat and Cap Man Besides securing a sound, practical business training, you have a chance of winning the \$50 scholarship at the Union Commercial College. Enter now. Full particulars on request. Wm. Moran, Prin., Charlottetown.