

THE HERALD

WEDNESDAY, JAN. 13, 1909

SUBSCRIPTION—\$1.00 A YEAR. PUBLISHED EVERY WEDNESDAY AT 81 QUEEN STREET, CHARLOTTETOWN, P. E. ISLAND. JAMES MCISAAC, Editor & Proprietor.

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Please remember that we esteem a prompt remittance as a great favor.

News comes from St. John's, Nfld. that, in an effort to break the deadlock resulting from the recent elections, Premier Bond's friends have filed petitions asking for the unseating of Woodford and Murphy, Opposition members elected from Harbor Main, because of alleged illegal acts during the campaign.

The following item from an English exchange, shows that ours is not the only island in which exists an agitation against automobiles. The complaint is made in England by the Duke of Northumberland in the following terms: "I do not believe you will ever get over the difficulties with motorists unless you have for certain definite offences the right to confiscate the car for so many months."

During the discussion in the Saskatchewan Legislature at Regina, of the policy of handling grain to be adopted by the municipalities, Premier Scott announced that the three Provincial premiers had considered the matter and decided that the governments would monopolize the whole business, purchasing the existing elevators and forbidding private corporations engaging in the industry. Premier Roblin, when asked, said that fourteen million dollars would be required to purchase the Manitoba elevators, and that the Government's decision will be announced in a few weeks.

The record of the loss of life and property, for the year 1908, in connection with the fisheries at the port of Gloucester, Mass., is published in the Gloucester Times. The total number of men reported drowned during the year was 62, leaving 14 widows and 46 children. The number of vessels lost was three, two of the vessels being amongst the finest of the fleet, the monetary value of the lost craft being estimated at about \$22,000 on which there is an insurance of \$17,500. The only P. E. Islander whose name appears on the list of drowned, was Jerome Steele, 30 years old, native of Rock Barra single, washed overboard from the schooner Perception while furling sail on Green Bank, January 19th.

Mr. R. L. Borden, Opposition Leader, when asked his opinion regarding the rumored sale of the Intercolonial Railway to a private company, said: "The Intercolonial has been hampered, hindered and handicapped by pull and patronage. It was constructed under a compact contained in the confederation Act, and it should at least be given a fair chance. Place it under an independent commission and make it subject to the railway Act. If state railways, not only in Australia and New Zealand, but in

Ontario, can be operated efficiently and profitably by the application of business principles and the elimination of party control and interference, why not the Intercolonial? "That the patronage system is absolutely destructive of efficiency and economy is most clearly indicated by the recent investigation into another department. That its effect upon the Intercolonial has been most deadly cannot be doubted. But the true remedy is to abolish such evils, not to alienate the road or permit it to be exploited for private advantage."

Ottawa Weekly Letter.

Ottawa, January 2nd, 1909.

Mr. Mackenzie King is about to become a minister, and Mr. Lemieux is busily advertising himself in many ways. Both have expended much public money in persuading the people that the Industrial Disputes Investigation Act of 1907 is wonderful legislation and has been the means of diminishing or settling no end of labour troubles. But when we apply the test of actual facts to these claims, they fare worse than patent medicine advertisements printed next to ancient jokes in a gift almanac.

BOGUS CLAIMS.

In February, 1908, Mr. Lemieux, replying in the House to questions which he had induced a supporter to ask him, brought down a return setting forth that the Act was invoked in 30 cases during the first 11 months and that in twenty-eight instances "a strike was averted or ended." The public was not expected to reflect that in every one of these cases a strike would have been averted or ended if the Act had not been invoked. All strikes that are not averted ultimately come to an end, and in some of the cases cited by Mr. Lemieux the strike continued three months, beginning after the Act had been invoked and the board had made its report. We find among cases claimed to have been settled under this Act, the troubles in Nova Scotia. They figure in four cases out of the thirty in the list. As a matter of fact they were not settled at all, but ended in a strike, with 1,700 men out of work from the 1st of August till the 1st of November. Yet this seems to be counted as four settlements in which a strike was "averted or ended."

THE C. P. R. MACHINISTS.

Another case in which it is claimed that a strike was averted or ended under the Disputes Act was that of the C. P. R. machinists. This case came after the Lemieux return, but is in the same category, and is among the cases which the Labor Gazette claims as settled under the Act. The Act was invoked and a report made which was not accepted. A strike was ordered, and continued from August 5th to October 5th, 1908, involving 8,000 men and a loss of 382,000 days work. Both in this case and that of Springhill, the strike ended by the men returning to work, so far as they had not been replaced. If the Department of Labour can claim these instances as samples of averting and ending strikes, the Act of 1907 has been a magnificent success.

CLAIMING EVERYTHING.

Turning again to Mr. Lemieux's reply to questions which he asked himself, we find that out of the twenty-eight cases in which a strike "was averted or ended" there were ten in which strikes actually took place. In one

other case a settlement was made before the board was constituted, and in five the matter was still unsettled at the time the report was brought in. A Department that draws so extensively on its imagination for its announcements can claim anything. In nine cases out of ten where difference of opinion arose between the labourers and their employers before 1907, they were settled without a strike, and the proportion is no greater now. But every such settlement is now claimed as an achievement of the Lemieux Act, even though the settlement is made before the Lemieux board is constituted or while the inquiry is pending, or before the report. Even when the report is not accepted, and a strike follows, which in the natural course of events comes to an end some time, the Department claims credit for ending it.

FROM MONTH TO MONTH.

During the period in which it is falsely claimed that twenty-eight strikes were averted or ended by the Lemieux Act, 138 strikes took place in Canada, so that there were nearly five strikes for each reference to the Act. This return came down to the end of February.

An examination of the files of the Labor Gazette shows that in March, 1908, one trouble was referred to a board and settled, another was referred but was settled otherwise before the board was constituted. In this month eight strikes were in progress, five of which were settled by negotiation or surrender without the assistance of the Department of Labour, and the others remained unsettled. In April under the Lemieux Act there were three cases, in two of which the board did not agree while the third was settled by the parties before any report was made. There were eleven strikes in this month, including those left over from March. Nine were ended, but the Department of Labour had nothing to do with them. Three were settled by negotiation, one by closing the factory, and five by replacing the strikers or the men returning to work. In May under the Act one agreement was effected before a strike. In another case the board did not agree and a strike followed, and in the third reference the parties settled the case before the board was constituted. There were thirteen strikes, one of which was settled under the Disputes Act, while six were arranged by agreement between the parties, and four failed or lapsed. In June under the Act one case was settled, in another the report was adopted and apparently accepted, while in the third case the trouble ended before the board was constituted. There were thirteen strikes in this month, of which seven ended without the action of the Department, one by arbitration, two by negotiation and four by the surrender or replacement of employees.

Table with 2 columns: Month, Days lost. May: 130,000 days lost; June: 82,000 days lost; July: 21,000 days lost; August: 192,000 days lost; September: 180,000 days lost; October: 87,000 days lost.

Total for 6 mos. 642,000 days lost. This is more than the total number for 1907, very much more than the number for 1906, and almost exactly three times the number of lost days during the year 1905, two years before the Industrial Act became law. Had the number of strikes and the amount of lost time decreased as rapidly as it has grown since this law was passed, Mr. Lemieux and Mr. Mackenzie King would have filled columns of blue-books with this proof of the effect of their legislation. It is as fair to say that the Lemieux Act has greatly increased the labour troubles and the consequent loss of time.

REVENUE STILL DECREASING.

The Customs' revenue for December is \$200,000 less than that of December last year, and the total shortage for the nine months of the fiscal year is ten millions and a half. The loss in other revenues is close upon two millions.

NOT VIEWED WITH ALARM.

Decreases have been reported every month of 1908, but it was not until after the election that they produced a visible effect on the operations of the Government. Expenditure continued in full, but for necessary and superfluous services, and promises were never so lavish as during the four weeks before the election. The greatest promoter of all was the Minister of Public Works, who offered millions of expenditure to his own constituency of St. John, and promised public works all over the country wherever such pledges could bring votes.

A CHANGE OF BASE.

Since the election Mr. Pugsley has been to New Brunswick, and has gravely told the Government press that the revenue is falling off and, consequently, a drill shed and quarantine building and a public park ground, and various dredging operations must be postponed until more money comes in. Mr. Pugsley forgot to say that when he promised these works the revenue was falling off even more rapidly than it is now, so that there was greater reason for not promising them than there is now for breaking the promise.

MR. GRAHAM TOO.

In the same way Mr. Graham announces retrenchment on the Intercolonial. He is cutting off trains and reducing the force at Moncton. There was nothing about this at election time, though the Intercolonial was then, as now, run at a loss. On the contrary the number of employees was greatly increased at campaign time. During the election campaign the government policy, announced in New Brunswick, Nova Scotia and Quebec was the purchase of Inter-

colonial branch lines, and the extension of the railway and a general increase of the establishment. The votes were polled and now the minister is reducing the establishment and in place of taking over private roads is said to be considering the question of turning the whole government system over to private parties.

IMMIGRATION FALLING OFF.

Immigration into Canada in the last twelve months was only a little over half that of 1907. The decrease down to the first of December was 46 per cent. It was more than 50 per cent, in November.

NOT READY.

Parliament is called to meet in three weeks (one week from today) and nothing is ready. The extension to the building is not completed, and many of the existing rooms are torn to pieces. Not one department has its estimates ready, and those for the civil service cannot be prepared because the reorganization under the Civil Service Act has not taken place though the Act became law three months ago. Mr. Fielding, Mr. Fisher and Sir Fred Borden are on the other side of the Atlantic. The finance minister is still trying to make arrangements to borrow more money and cannot be back for the meeting of parliament. Yet it was decided three years ago that parliament should thereafter be called in November.

To Sacrifice the Intercolonial.

There is every evidence of a systematic policy of public opinion on the part of the Dominion government to find out whether the people of Canada will stand for having the Intercolonial railway handed over to some of the influential corporation friends of the government. The ostensible argument behind it is that the government cannot make the road pay but that a private corporation could do so. It embodies a humiliating confession on the part of an administration which, even at the present time, is engaged in spending the people's money on another line which is practically parallel to the Intercolonial. If it is true that the Intercolonial cannot be made to pay unless it has some through connection to the West, then why not make it the eastern link of the Transcontinental? Or the other hand if it would not pay as the eastern link of the section which is the use of throwing millions of good money away in constructing a parallel road to carry the traffic from the eastern section of the Transcontinental to the west?

The Ontario government is managing the Temiskaming and Northern Railway in such a manner that it is not only paying but is a regular business. Why cannot the Dominion government manage the Intercolonial, which runs through a very much more thickly populated country, so as to make it a revenue producer? The easy answer is that Cobalt is in the heart of the Ontario government's railway. That is very true, but Cobalt is situated only a hundred miles from North Bay, whereas the Temiskaming railway is already extended more than a hundred miles farther north and will eventually reach the line of the Transcontinental. The northern half of the line is also being opened at a profit through its traffic has nothing whatever to do with Cobalt, and is being practically built up by the settlement of the country, as the steel extends north. The passenger business north of Cobalt is nearly as large as to the south of it, and the freight receipts are constantly growing. Unlike the Intercolonial railway, the Temiskaming and Northern is depending exclusively on local freight and passenger traffic in a country that five years ago was a wilderness, and yet is not barely settled country. Whereas the Intercolonial runs through a comparatively thickly settled country, with numerous towns, villages, and cities along its route. The Temiskaming railway has only three towns on its line whose population runs into three figures. In the first hundred miles of its length there is practically only one place south of Cobalt which is large enough to maintain a hotel. With the exception of Latchford and the Temiskaming summer resort, all other stops north of Cobalt are little better than flag stations. At Lake Temiskaming there are the towns of Cobalt, Havelock, Hurry, and Liskeak, which are the only centres of population on the whole line. North of that as far as the railway runs its only traffic features are small villages which have been built up since the steel was laid. And yet the railway, under the present administration of the Ontario government, is making money all along the line. It has no through connections. Its northern terminals kept an unbroken wilderness; at North Bay it exchanges all its traffic with the Grand Trunk and Canadian Pacific. It makes all its money out of way freight and local passenger business in a country which was yet a wilderness, except for the settlement which has grown up along the line since the road was built.

Contrast this with the Intercolonial which runs through the old settled provinces of Quebec, New Brunswick and Nova Scotia. Even accepting for the sake of argument that the Intercolonial had no through traffic whatever, surely if properly managed it should be a money maker as the only railway serving the well settled country through which it passes, when the Ontario government does not consent to be operated at a profit in a comparative wilderness. A great deal of stress is placed on the fact of Cobalt being on the line of the latter road, but the traffic from that one centre does not cover half a dozen points on the Intercolonial.

The real secret of the success of the one line, and the alleged failure of the other is that on the Ontario government railway every passenger pays full fare, while on the Intercolonial the large proportion travel on passes; that on the Ontario road every ton of freight pays full freight rates whereas on the Intercolonial any shipper with political influence can secure cut rates; that on the Ontario road there are no sinecures, or superfluous employees at high salaries.

neither party is under the slightest obligation to respect or obey, whose findings appear to be cheerfully disregarded even by the parties who appeal to it, has a tendency to increase the number of disputes. Trivial matters that would have been settled between a foreman and his gang at the noon hour are sometimes referred to the board, and a simple adjustment assumes in the report the magnitude of a diplomatic triumph.

STRIKES BEFORE AND AFTER.

If it were shown that the number of strikes and the time lost had been greatly reduced since the enactment of this law, some claim might be based upon that. But what are the facts? The Act became law March 22nd 1907. The following is the statement of the number of strikes in the three years before 1907 and in that year:

Table with 2 columns: Year, Number of strikes. 1904: 103 strikes; 1905: 87 strikes; 1906: 138 strikes; 1907: 149 strikes.

Of the 149 in 1907, 127 occurred in the 9 months after the Lemieux Act became law. The number of employees involved in strikes in 1907 was 34,694, whereas in 1906 there was only 26,014. We have not the returns for the calendar year 1905 but in the fiscal year 1905 the number of such employees was only 15,842.

ENORMOUS INCREASE OF LOSS.

The loss of time through strikes in 1907 was 613,986 days, whereas in 1906, before the Act became law, it was less than 500,000 days, and in the fiscal year 1905 it was only 219,000. Returns for 1906 are not yet available, but an examination of the files of the Labor Gazette, published by the Department, shows the following lost time through strikes for the six summer months:

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Canada's Trade Sought After.

That Canada's trade would prove a welcome factor to Germany and the United States if the German surtax were removed and reciprocity given to the United States is evidenced by two communications received by the Ottawa board of trade. The German Development company of Berlin, through Mr. Martin Oohn, managing director, forwarded a letter to the board of trade to the effect that his company had formed a German-Canadian Trade association which was bringing pressure to bear on the German government to remove the surtax on Canadian goods. It goes on to say that efforts are being made in Canada to form a similar association to try and influence the Canadian government to remove the surtax on German goods and asks the opinion of the board of trade in this move. To this communication the board instructed the secretary to reply that the consensus of opinion was that in the event of Germany throwing off the surtax on Canadian goods the board would be pleased to work to have the surtax removed on German goods. The other communication was from the Wholesalers' association of Detroit. It contained a copy of resolutions recently passed by that body in connection with a better trade reciprocity with Canada, and which will be presented to Congress and the president of the United States for consideration. The resolutions are that better trade relations with Canada are possible and should be established; that the president and congress be urged to enter into negotiations with Canada whereby a freer exchange of raw material and manufactured goods could be had. The board of trade felt that any advances along these lines, in view of the treatment of Canada's advances in the past, should come from the American government. The secretary, however, was instructed to reply that anything tending to promote better trade relations between the two countries would meet with the hearty approval of the board.

Colliery Disaster.

A disastrous gas explosion in which twenty-five men lost their lives, occurred Monday in Joseph Leiter's famous colliery at Zeigler, Illinois. A spark from a trolley pole of the electric motor, coming in contact with a pocket of gas, is given as a cause of the explosion. Americans killed by the explosion include Foreman Willis Warner and Albert Kerr. Eight bodies yet remained in the mine, but were likely recovered before morning, it is thought. Joseph Leiter himself conducted the first relief party which descended into the mine to recover the bodies. The lone survivor of the explosion was an Italian youth who escaped unharmful. An expert who had been experimenting with the gas in the mine at Zeigler, left on Wednesday, confident that he had placed the mine in safe condition to be operated. The men employed were engaged in clearing away the debris caused by the recent fire in the mine, and it was expected that operations would be resumed this week after two months suspension.

Express Companies.

Montreal Advice of the 9th Say: Recently the Railway Commission approved the introduction of new express tariffs, the companies claiming the changes were intended to merely eliminate the inconvenience hitherto existing. During the session of the Railway Commission yesterday, Judge Mabey declared the express companies used deceptive means to obtain the new tariffs involving a considerable increase in the rates. The judge scathingly criticised the companies' action and annulled all the new schedules.

DIED.

In this city on Jan 6th, 1909 Elizabeth N. Locke, widow of the late William Rice, at the advanced age of 101 years. At her residence 26 Dorchester St., December 6th, Barbara beloved wife of Patrick Flynn, aged 60 years. May her soul rest in peace. At Mount Ryan, on the 9th inst., Edward Ryan, aged 73 years, leaving a disconsolate widow, six sons and three daughters to mourn. The sons are Martin, on the homestead, John at Johnson's River, Rev. M. A. Ryan, St. Paul, Minn., E. F. Barriester, Calgary, Alberta, at St. Dunstan's College, and Dennis, in Montana. The daughters are Katie (Sister Dunstan, in Montana), Mary, a nurse in Boston, and Mand at home. All the children except Sister Dunstan were present at the funeral. The funeral took place to the parish church at Fort Augustus yesterday morning, and was largely attended. May his soul rest in peace.

PATON'S Clearance Sale 25 to 50 per cent. Discount on MEN'S CLOTHING!

12 Engineers Coats, suitable for mechanics or farmers, made from best English Serge, sizes 36 and 38, \$1.50 to \$2.75, sale price 75 cents. 50 pairs of heavy Tweed and Homespun Pants, all sizes, ranging from \$2.00 to \$2.75, sale price \$1.25. 300 pairs Hair Cord Pants, greys, drabs, stripes, etc., \$3.00 to \$4.50, all at sale 3-4 off. 30 pairs of Effete Pants, worth \$2.25, sale price \$1.25. 18 pairs grey striped medium weight Pants sold at \$3.25, sale price \$1.65. A lot of Men's Pants, special at 75c a pair, \$1.00, \$1.50 and \$1.75. 40 Men's Vests, sizes 36, 38, 39 only, sold at \$1.25 to \$2.50, sale price 95 cents. Duck Reefers, brown only, wind and rain proof, serviceable coat for farmers \$4.25, 1-3 off, \$2.85. 5 Grey Duck Reefers, same as above but not so good, sells at \$2.55, sale price \$1.75. 6 Duck better grade Reefers, \$3.00 for 2.00. Duck Ulsters for teamsters and farmers, size 37 only, sold at \$7.50, sale price \$5.00. Sheepskin Reefers, good warm garments, \$5.00 and 7.00, sale price 4.00 and 5.50. 36 Men's Serge Suits, 36 to 44 in blue only, \$6.50, 8.50, 10.00 and 12.00, during sale all go at half price. Men's Ulsters, 7 only, brown frieze, all small sizes, \$6.40 to 10.00. The colors are not very saleable, but they are good wearers. Sale price 2.50. 6 only grey Frieze Ulsters, all sizes, sold at \$6.00 for 4.00. Job line of Cravenettes, 15 coats in all, suitable for wearing under fur coats, all sizes, \$11.00, 12.00 and 14.00, sale price half price; \$11.00 for 5.50, 12.00 for 6.00, 14.00 for 7.00. This line is extra good value. Cravenette Coats, shower proof—all other stock 1 4 off—all sizes, 35 to 44. All Men's Tweed Suits—over 100 pairs—all good patterns and A1 goods, \$8.00, 10.00, 12.00, 14.00 to 16.00. Your choice 1 4 off. Topper Overcoats in Cravenette, short spring style, at 1-3 off, sizes from 36 to 42. Odd Jackets for men, all sizes in Tweeds, Worsted and Serge; many large sizes, worth from \$4.00 to 8.00, sale price 2.50 to 3.95. All blue and black Worsteds Suits for Men, \$15.00 kind for 10.00. This is the best offer we have ever made in Men's Suits. Men's Tweed Overcoats, all sizes, 36 to 44. Prices run from \$3.00 to 20.00. About 100 Coats to choose from, made by the very best makers in the Dominion. This is a chance you ought not to miss. \$3.00 Coats for 6.00, 10.00 Coats for 7.50, 12.00 for 9.00, and so on. All Men's Cloths, Worsteds, Serges and Scotch Tweeds; also Hewson's and Oxford Tweeds at 25 per cent. off. Men's Black Beaver Overcoats, \$6.00, 8.00, 10.00, 12.00, 14.00, 16.00, 18.00 and 20.00. Your choice at 25 cents off every dollar. All sizes from 36 to 44.

PATON'S CLEARANCE SALE will attract the people of P. E. Island from the three Counties.

JAMES PATON & CO.

LOCAL & OTHER ITEMS

The Hilarious term of the Supreme Court opened in this city yesterday forenoon. In this city, Monday, Jan. 11th, 1909, at the residence of Henry Hughes, 64 King Street, Robert E. Hughes, aged twenty-four years. R. I. P. A stone block, the Post office and the Western Townshipp's block building were burned at Taber, Alberta, on Monday. The mails and other valuables were saved. Considerable excitement was caused at Victoria B. C., last Monday night by a severe earthquake shock. Buildings swayed and rocked and the anxiety was stayed. The shocks were also felt at Seattle and other points along the coast. Word comes from Dawson that Alexander McDonald, the Klondyke King, died very suddenly. He was seized with heart failure while splitting wood. He was a native of Antigonish, N. S., and was the wealthiest man in the Klondyke being worth several millions.

The Market Prices.

Table with 2 columns: Item, Price. Butter, (fresh) 0.23 to 0.24; Butter, (salt) 0.22 to 0.24; Calf skins 0.08 to 0.10; Ducks per pair 0.80 to 1.00; Eggs, per doz. 0.60 to 0.80; Fowls, 0.90 to 1.00; Chickens per pair 0.60 to 0.75; Floor (per cwt.) 0.75 to 1.00; Hides (per lb.) 0.08 to 0.09; Hay, per 100 lbs. 0.50 to 0.60; Mutton, per lb. (carcase) 0.06 to 0.08; Oats (per cwt.) 0.40 to 0.42; Potatoes 0.20 to 0.22; Pork 0.74 to 0.08; Sheep per pair 0.45 to 0.60; Turkeys (per lb.) 0.13 to 0.14; Turkey (per lb.) 0.10 to 0.18; Silk 1.00 to 1.50; Pressed hay 10.00 to 00.00; Straw 0.30 to 0.35.

STANLEY BROS.

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