OTTAWA LETTER.

Able Contribution to the Budget Debate by Mr. Clancy.

His Keen Exposure of the Disastrous Financial Results of Mr. Blair's Management of the I. C. R.

and and Mr. Fisher in Japan,

(Special Cor. of the Sun) OTTAWA, April 25.-The absence ministers of the crown from their seats in parliament has caused considerable comment during the present session. It is seldom nowadays that more than one or two of these gifted statesmen consent to grace the chamber with their presence. The hallowing influence of two of them is removed beyond the seas. Mr. Sifton has taken refuge behind the Alaskan boundary commission, and Mr. Fisher is in Japan, having, to all appearances, the gayest kind of a time. The Tokio Mashi, one of the leading newspapers of Japan, publishes on March 27th a despatch from Osaka, of which the following is a translation: "The Canadian minister of agriculture last evening went to the Academy of Music and saw the artistic dancing of the Geishas. He left for Nava this morning." As Mr. Fisher has visited the Geishas seats in parliament has caused considhas. He left for Nava this morning."
As Mr. Fisher has visited the Geishas
on two occasions since his arrival in
Japan, it has been suggested that his
investigation will probably be followed by the establishment of dancing
academies on the experimental farms.
In the meantime, we will leave Mr.
Fisher to his dancing grils, the farmers to their reflections, and pass on to something more substantial.

James Clancy, the conservative member for Bothwell, contributed an able speech to the series of orations which have been made since the debate on the budget commenced. Mr. Clancy is one of the hardest workers in the opposition ranks, and his utterances are always meety and Clancy is one of the hardest workers in the opposition ranks, and his utter colonial was costing the southern that the people. But is this so? When the the people But is the

Designation control. P. Lander on the 10 and control. The Lander of the 10

Supported his arguments, which prove Hon. A. G. Blair to be the most successful railway manager in America, if we are to judge success by disastrous financial results of a railroad. The minister of railways has made a dismal failure of the Intercolonial during the past six years. Let us look at the results for that period and the corresponding period immediately preceding under conservative management, and if open to conviction at all, we must agree with Mr. Clancy that less of Mr. Blair as a presiding genius in the railway department will materially benefit the pockets of the people of this country. From 1891 to 1896, the conservative minister of railways expended \$2,651,000 for working expenses and \$2,658,000 on capital account, making a total expenditure of \$22,250,000.

The revenue for the six years was \$19,000,000 in round numbers, leaving a net deficit of \$4,220,000. From 1897 to 1900, Mr. Blair's outlay for working expenses was \$28,648,000, and for capital expenditure \$12,645,000 or a total disbursement of \$40,132,000. Mr. Blair had a revenue of \$26,071,000, so that Canada's loss on his six years' manage-

and compare the earning per train miles on the Intercolonial with similar earnings on the Canadian Pacific and Grand Trunk. In 1896 the Canadia Pacific railway earned per train miles. And and in 1902 if earned a liftle over the content of the content of the canadian per train miles. \$1.40 and in 1902 it earned a little over \$1.71 per train mile. The earnings per train mile of the Grand Trunk in 1896 were \$1.00, while in 1902 they had increased to \$1.26. The average earnings per train mile on all Canadian rall-roads for 1896 were \$1.17; in 1901 they were \$1.44, an increase of 27 cents per train mile. Now mark the progress the Intercolonial has made in five years. In 1896 the earnings on that road per train mile were 76 cents, while in 1801 they were 79 cents, or an increase of only three cnts per mile.

In 1901 they were 19 cents, or an increase of only three ents per mile.

Isn't this a splendid showing for Mr. Blair to make, in return for the \$14,000,000 of debt that he has placed on the shoulders of the people of this country? How he managed it is explained by the undue proportion of expenses to receipts on the Intercolonial as compared with other roads. The Canadian Pacific railway in 1896 had to pay 60.5 per cent. of its earnings to carry on its affairs, and in 1901 they paid 60.8 per cent. for the same purpose. The Grand Trunk's expenses for 1896 were 69.09 per cent. of its earnings, while in 1901 they were 62.11 per cent. The average cost of maintenance on all Canadian railroads in 1896 was 67 per cent. of their earnings, and in 1901 they were 66 per cent. or an average reduction of one per cent. When we come to the Intercolonial, however, we are confronted by another miserable spectacle of incompetency. In 1896 the cost of running this road to 110.75 per cent., or 11 per cent. more than it earned. What a splendid showing at a time when all other raifroads in this country are not only reducing their running expenses, but are increasing their earnings at a rapid rate.

The only defence offered on behalf of Mr. Blair is that the Intercolonial rall-way is run in the interests of the people of Canada. It is said that it carries freight at reduced rates, and thus gives back large sums of money to the people. But is this so? When the Intercolonial was costing the country \$4,320,000 in six years the revenue per ton per mile for all freight carried over that road was 11.297 cents. In 1901, which is included in the period of six years which the Intercolonial cost over \$14,000,000 from the taxes of the people, the revenue per ton per mile on the freight carried by the road was 14.78 cents. So that all the privileges following the lavish expenditure for improvements on the Intercolonial has been privileges of paying increased freight rates.

Some small boys in Lowell found a can and tried to build a fire inside. The can contained powder. After the explosion, the relatives came hurrying up to collect the remains, but the boys were found to be unharmed. There is a special providence which takes care of such affairs,

IT'S MIRACULOUS.

P. E. ISLAND. Charlottetown Full of Sickness With La Grippe on Top. eath of One of the First Mon to Rea

on the hustle. Mrs. Cummiskey, wife of the commissioner of public works, has returned to her home after undergoing successful treatment for blood poisoning in the Charlottetown hospital. James B. Dempsey is convalescent. Edwin Turner, photographer, is in the Charlottetown hospital. He is not improving. Mrs. Burkholdt, his daughter from Montreal, is attending him. Miss Florrie McLean of James Paton & Co. and Effie McMillan of the same firm are in ill health. James R. Davison, who was so severely injured.

seriously ill of cancer of the stomach. He is 88 years of age.

Prof. C. J. MacMillan of Prince of Wales College has been awarded the degree of M. A. from McGill University. Mr. MacMillan took his B. A. degree at McGill in 1900, having an exceptionally successful course. Mr. MacMillan is a cousin of Rev. D. J. Fraser of St. John.

James H. McCaulay and bride of St. Peter's, who left recently for New Denver, B. C., were given a reception by friends on their arrival there. The

by friends on their arrival there. The Foresters presented Mr. McCaulay with a handsome dinner service.

A new Court of the Independent Order of Foresters has been organized at West Royalty by L. U. Fowler, with nineteen charter applicants. The following are the officers: Court Deputy, John Burrows; Chief Ranger, Geo. Lewis; P. C. R., Samuel Good; V. C. R., W. W. Stead; Fin. Secy., Vernon L. B. Burke; Treas., Fred Boisner; Rec. Secy., N. E. Burke; Orator, T. H. Duncan; S. W., Hedley Cropley; J. W., Harry Good; S. B., Percy Gates; J. B., R. O. Good; Physician, Dr. H. D. Johnson.

The death roll this week is another

work. Mr. McLeod's topic was The Ideal Man and an excellent address was given.

Sadie Stanley, daughter of Edward Stanley, engineer of the Chebucto Marine railway, was married in Sydney last week to John G. Clark, of Charlottetown, chief engineer of the str. Cocouna. They will reside in Sydney.

At a meeting of the Prince Edward Chapter Royal Arch Masons of Summerside, on Wednesday evening, the following were elected officers for the ensuing year: High Priest, Leonard Morris; Excellent King, H. A. Leslie, Kensington; Excellent Scribe, John H. Bell; Treasurer, John Grady; Secretary, John S. Ramsay; Chaplain, Rev. Henry Harper, Rit Hill; Captain of the Host, Dr. D. Darrah, Kensington; Principul Sojourner, R. E. Sobey; Royal Arch Captain, K. J. Martin; G. M. Third Vell, J. Gordon Baker; G. M. Second Veil, John Clark; G. M. First Vell, Hon. Jas. W. Richards; Tyler, Dr. Alex. Moneil; P. H. P. Trustees, Neil McKelvie, John Clark, J. Gordon Baker.





California, after an absence of 13 years; Wm. Brown of Mayfield, returning from Boston; Roy Baird of Charlottetown, returning from a visit to Moncton; Emily Jones of Stanley Bridge, returning from Boston; L. W. Whalen, on a business trip from Sydney; E. B. Elderkin of Amherst, president of the Maritime Stock Breeders' Association, to confer with the government regarding a grant for the winter fair; David Manson and wife, from Worcester, Mass., on a visit to friends in Prince County; Oliver Muttart and



make even a high liver a long live for duliness of the skit, ere languer and bowel, irregular every piff is as good as a phy clan, although they cost on

those who are already acquainted with the dominion the visit will revive pleasant memories; to those who are not it will prove a revelation. The scheme is receiving warm commendation in the highest quarters. Two former governors-general, the Duke of Argyll and the Earl of Aberdeen, together with the present high commissioner. governors-general, the Duke of Argyll and the Earl of Aberdeen, together with the present high commissioner. Lord Strathcona ,are among its ardent supporters, and evidence is forthcoming of a desire in the land of the maple itself to treat the visitors with becoming hospitality and consideration. As yet the arrangements are not complete, but the plan, in brief, is that 100 legislators shall quit England in the third week of August, and on landing in Canada proceed from the Atlantic coast to the shores of the Pacific and back, the tour occupying a period of six weeks. The preliminaries are in the hands of Lord Lyveden, as representing the peers, and of Cumming Macdona, on behalf of the commons, the member for Rotherhithe having himself seen nearly all that is worth seeing in North and South America and the Far East. Of course, the dominant wish is to convince the Canadians that the Mother Country is keenly alive to their welfare and prosperity. only alive to their welfare and pros-

On Wednesday, Aug. 19, the party leave Liverpool for Quebec on board a steamer of the Dominion line, this date having been chosen to enable the visitors to enjoy a little grouse shooting before their departure. Liverpool to Quebec is the direct ocean route, and the voyage generally lasts eight or nine days. At all events, Canadian soil is expected to be touched on the or line days. At all events, Canadian soil is expected to be touched on the morning of Friday, Aug. 28. The stay in Quebec continues until the following Monday, so that there will be ample time to admire the beauties of what is regarded as one of the most what is regarded as one of the most picturesque cities on the American continent, owing to the contrast between its Old-World appearance and the New World around it. According to the itinerary, the party start from Quebec on Monday, Aug. 31, reaching Montreal the same evening. Montreal, though not even the certain of the most picture of the same of the most picture.

the emperor's horses and equipages left here for Rome today, so that His Majesty, in calling upon the Pope, need relieves pain and suffering, eradicates the concluded to send two, eight coach horses, three saddle horses and twenty coachmen, grooms and hostlers. The story that the empress is not going to Rome with his majesty because she is not willing to call on the Pope on account of her strong Protestant beliefs, is considered to be of sufficient limportance officially to require an authoritative demial, which cites the fact that the empress called on the pope during her former visit to Rome, and that her fractured arm is really the cause of the trouble and cures permanently. Polson's Nerviline is the best general purpose remedy for internal pains known; it acts so quickly that no household should be without it. Buy a 25c, bottle of Nerviline to-day, it's all right.

Hamilton's Pills Cure Constipation.

CALAIS, Me., April 29.— Judge Wiswell fined four liquor sellers 100 and costs each in the supreme judicial court today and warned them that in future he would impose fractured arm is really the cause of the trouble and cures permanently. The marine minister has decided to order the construction of twenty gunbact (which will be furnished with turbine engines) for the protection of the Russian frontier at the Amooy. Hamilton's Pills Cure Constipation.

CALAIS, Me., April 29.— Judge Wiswell fined four liquor sellers 100 and costs each in the supreme judicial court today and warned them that in future he would impose that she may die. Beating out the fire in the supreme judicial court today and warned them that in future he would impose that she may die. Beating out the fire in the supreme judicial court today and warned them that in future he would impose that she may die. Beating out the fire in the supreme supremely for in the construction of twenty gunbact (which will be furnished with turbine engines) for the protection of the Russian frontier at the Amooy river.

NEW YORK, April 29.— Katie Whalen, aged 5, saved the life of her little sister, aged 4. today when the clothing of the latter caught fire, but was so badly bu



To Cure Mad Dog Bites in New York.

WILL TRY MADSTONE

t Was Taken From a Deer's Stomach 1895 and Has Great Record in South Carolina.

(New York Herald, April 28.) Learning that cases of hydrophob had appeared in New Yorok, Captain F. B. Orchard of Augusta, S. C., has F. B. Orchard of Augusta, S. C., has sent here a Congaree madstone. The nodule of calcareous matter, for such it seems, was consigned to the brother of the owner, I. E. Orchard, a musical crific, who says the use of it may be had "without money and without price" by any person who thinks he has been bitten by a rabid dog. It has been many years since the Congaree stone has performed its function as an extractor of poison, and the consignee would like to see its powers

sto make a test of its virtues.

STOMACH AND BOWELL
TROUBLES.

A promptly satisfactory cure for Cramps, Colic, Indigestion, Heartburn, Sick Stomach and Summer Complaint, is a few drops of Nerviline in sweetened water. Nerviline at once relieves pain and suffering, eradicates the cause of the trouble and cures permanently. Polson's Nerviline is the best general purpose remedy for internal pains known; it acts so quickly that no household should be without it. Buy a 25c, bottle of Nerviline to-day, it's all right.

ST. PETERSBURG, April 2s.—The war minister, General Kuropatkin, started in a special train today for Manchuria. He will be absent two months and will visit Port Arthur, Dalny and Vladivostock. Although the general's intention to make the trip was announced publicly some weeks ago, his departure has aroused speculation in view of the recent news from Manchuria.

The marine minister has decided to order the construction of twenty gunboats (which will be furnished with turbine engines) for the protection of the Russian frontier at the Amooy river.

NEW YORK, April 29.— Katie Whalen, aged 5, saved the life of her little sister, aged 4, today when the clothing of the lat-

OUR MEN LEAD IN McGILL EXAMS.

Maritime Students' Were the Chief Top Notchers

In the Applied Science Examinations of Canada's Greatest University

-A Good Record.

N. B. LEGISLAT

(Official Report.)

ERICTON, April 22-

of the day was called th

se to criticize the provinci is not pleasant to be forced the dark side of the picture ovincial secretary had be timistic in his tone and I veased to agree with him if any reason for the conclusions. ives at. I wish to com opposition with declaring atry was going to the d omitted to charge us wir riotic. Both of these cha pled a prominent place in hi previous years. He has sa he government has a progress cy the effect of which has keep our young men home, a it will not be necessary for the after to go elsewhere to seek t tunes. I cannot see tunes. I cannot see where to ressive policy comes in, unle call it progressiveness to have ed the debt year after year an np a burden which the coming tion will find it hard to bean provincial secretary said: "Th sition has sneered and made e resources of the province." leader of the opposition or his ers in the house and country sneered at the resources of Brunswick, On the contrary, man on the floor of this ho we are buoyed up wit fact, we cannot see the of increasing the debt year after The opposition has also been of the opposing the policy of the opposed that policy, but we prosed that policy, but we trongly against buying per bridges and paying two pricthem. You all remember the igation three years ago into the priced bridges policy of the ment upon which they are r dumb, which showed that the of dollars of public money he wasted and which resulted in the ing permanent bridges. We have wasted and which resulted in t ernment being forced to reve policy and call for tenders, thus ing a great saving. The provincial secretary se

be desirous of going before the as being anxious to assist the St. John, and in this connection of a subsidy to a steamer betw Scotia. Last year the governme great credit for assisting the port by a few hundred dollar they omit to make public that receive annually from St. Jowinter licenses about \$17,000. Reference has been made bridge at Hartiand and the sta made that I would hardly checkbould not have been built. T a toll bridge at Hartland, the celp's last year being less than half of which had been used for

mate expenses in connection collection of the tolls. DURING THE LAST ELECT Carleton Co. had received a saying the government would assent to the tolls being redu pne-third. This will probably dan geveral more elections. The should be made free. I would i

In several more elections. The should be made free. I would rect to the expenditure incur building the bridge at Hartlan wided it were made free. The ence between the cost and coprice of the Woodstock bridge have been nearly sufficient to paid for the construction of bridge at Hartland.

The provincial secretary's stawas most remarkable, because it to tell us what the revenue for it and the surplus with which we and the one with which we enfalled in all the essential part that one would expect to find in ance minister's statement.

ance minister's statement.

The aid to hospitals last yes put down at \$7,165, which is ming, for the auditor general's shows there was expended or bitals only \$4,000 and paid to pitals only \$4,000 and paid to Tuck for the investigation wi \$t. John hospital affairs \$2,765. The estimated revenue last ye \$55,676 and the estimated expension, 767, leaving an estimated of \$49,909. Adding to the esturplus the sum of \$20,000 exceptable of \$49,909. Adding to the esturplus the sum of \$20,000 exceptable of \$49,909. Adding to the esturplus that we have \$65 the total amount in which the part as a stray in his estimates, the turplus this year being only The premier is a very bad est but there would seem to be he had, because he had done bett year than he did two years ago he estimated the surplus at and came out with only \$26,000 surplus.

The premier said the opposition blways referring to the public of ernment occupies in comparison its predecessors. In 1893 the ne was \$2,183,563, increase \$15,334; i \$2,252,829; increase, \$79,266; in 18 22,452,829; increase, \$79,266; in 18 21,412; increase, \$68,582; in 1896, 189; increase, \$52,556; 1897, \$2, increase, \$114,507; 1898, \$2,921,867 orease, \$133,329; 1899, \$2,734,298 orease, \$114,430; 1900, \$3,851,080 orease, \$114,788; 1901, \$2,776,264 orease, \$74,711; 1902, \$3,076,140; in \$250,272, The Georges 1, 1001 \$299,876. The decrease in 1901 counted for by the payment over Eastern Extension claim amoun \$276,000, which was placed in or revenue, and had it not been for there would have. been a large rease. The average increase f ave years from 1893 to 1897 wa 669, compared with \$117,642 from

In years past there might hav some justification for the gover in claiming that increase was by railway subsidies, but they he such excuse as that now for th year there was only paid on a of railway subsidies a few the dollars.

WHILE THE DEBT

had been increased by one-thir million. This means an incres more than \$10,000 in interest. I er words the ordinary revenue pleted to that extent. How ion the government intend to co thus rolling up the interest char cause the public services to st. The receipts last year from sources were \$1,102,423. Inclu this are bonds for \$100,000 for peent bridges, \$60,000 for small possible, \$60,000 in account of freshet emais, making in all \$310,000,