

THE HERALD

WEDNESDAY, SEPT. 7th, 1904.

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We would be much pleased to hear from a greater number of our subscribers who have been furnished with statements of their accounts. We do not wish them to imagine these statements were sent out just for fun. We are serious in this matter and would wish our friends to furnish substantial evidence of their seriousness. Don't delay.

The Hillsborough Bridge.

The following letter, recently written by the Auditor-General to the Minister of Railways, regarding the delay in the construction of the Hillsborough Bridge, shows the loss the people suffer in consequence of the delay in the work. The loss, up to Dec. 31st, 1904 amounted to \$60,828.59

Audit Office, Ottawa, Feb. 12th, 1904.

Dear sir,—My attention has been called recently to the many Orders in Council relieving public works contractors from the obligation of completing their contracts within the time limit.

From the wording of the Orders it seems that those representing the government in the transactions consider that while the contractors are accommodated, the government is saved from any loss, because there is not developed by the postponement of the date of completion a means of exacting a heightened charge from the government by the contractor. This seems a manifestly inaccurate conclusion.

When it was determined by the government to have a particular work done, it was concluded that the direct advantage, or the indirect one, or both together, would be at least as great as the outlay, and would, therefore, besides recouping the country for the salaries of engineers and other servants engaged, reimburse eventually the money paid to contractors, and in the meantime the interest as it would periodically mature.

In the case of a wharf, a bridge or railway line you may have entered into no obligation to provide at a particular time the accommodation to the neighborhood which the work when completed will afford, but as trustees for the people you came to the conclusion that the completed work would provide to the public an advantage equal in value to the interest on the expenditure.

By the privilege given to the contractor, the country has been deprived of the use of the work for the length of the postponement, while the interest is accumulating each day.

The magnitude of the donations from public funds to contractors will be understood to some extent by considering one of the large works—for instance the Hillsboro bridge. It was to have been completed on April 8, 1902. The time was first extended to November 30, 1902, later to December 31, 1903, and now to December 31, 1904. The following is a statement of the interest in this case:—

M. J. Haney, Hillsborough Bridge. Estimates 110 (incl) to April 21, 1902, paid \$243,714.55

Int. on \$243,714.55, from April 21, 1902, to Dec. 31, 1904, at 2 1/2 p. c. \$22,965.95

Estimates 11.18 (incl) to Nov. 30, 1902, paid \$38,319.98

Int. on \$38,319.98, from Nov. 30, 1902, to Dec. 31, 1904, at 2 1/2 p. c. \$6,577.26

Estimates 19.28 (incl) to Dec. 31, 1903, paid \$13,010.79

Int. on \$13,010.79, from Dec. 31, 1903, to Dec. 31, 1904, at 2 1/2 p. c. \$1,955.38

Total payments \$925,045.32

Total Int. at above \$60,828.59

Respectfully yours, J. L. McDONALD, A. G.

HON. H. R. EMERSON, Minister of Railways and Canals.

The Railway-Owned Government.

(St. John Sun.)

It is the government and not the Grand Trunk Pacific company which has to construct the railway from Winnipeg to Moncton, says the Moncton Transcript, which declares that it is therefore nonsense to talk of the company building east to Lake Abitibi and stopping there. The Transcript is still fondly cherishing, or pretending to cherish fondly, the illusion that the Grand Trunk Pacific company is one thing and the government another so far as this railway enterprise is concerned. They are in fact both the same thing, and that thing is the railway company. Whatever the Grand Trunk Pacific promoters have desired the government has done.

The Grand Trunk desired to build a railway across the prairies without spending money. Accordingly the government agreed that the company should build and the government would guarantee three-fourths of the cost. The company did not wish to build the eastern section, and so the government undertook to do it. These conditions and arrangements were embodied in the first contract signed by both parties.

On reflection the Grand Trunk company concluded that the part of the contract requiring a cash deposit was open to objection. So that part was repudiated, and the government consented to the repudiation. Next it occurred to the company that the maximum amount of government guarantee might not be sufficient. Whereupon that limitation was struck out. Again the company objected to the mortgage clause whereby a failure of the company to pay interest would result in the transfer of the property to the government. That clause was removed, so that the government is not even a preferred creditor.

It occurred to the company that it might not suit its purpose to operate the eastern portion of the eastern section of the railway, and the contract was amended enabling the company to take over and operate any particular part of the section. If there was anything else that the company did not get in the original contract the promoters asked for it and got it in the second deal.

The government is to construct the railway from Winnipeg east. But the Grand Trunk people concluded that they would like to carry on the survey—of course at government expense. They were allowed to do so. It pleased them to shut out Canadian engineers from all share in this work. Canadians were soon shown that they need not apply. The company was allowed to send to the States and get the men they wanted. It is true that there was an enquiry into the matter and it was ordered that the imported men be sent home. An outsider and the chief offender is still the chief of the survey staff. The company had no desire for a survey from Lake Abitibi to Quebec and Moncton, and the survey stopped short at the point where the interest of the promoters ceases. From this surveyed line branches are run to the Grand Trunk system, making the most direct road to Portland, Maine. That part of the railway has been surveyed and no other.

So the matter stands. It is hardly worth while to suggest after this that the desire of the company must give way to the wish of the government. The desire of the company is the wish and the policy of the ministry. The Lanier administration is a railway owned government.

Gypsy Riot.

Ellis Island New York, was the scene of a gypsy riot last Saturday night, which for a time threatened to necessitate the calling of outside help to aid the force of immigration inspectors and watchmen. When the str. Carpatha arrived here last Thursday she brought 250 gypsies representing many nationalities. Among them were fifty children suffering from the measles who were sent to a Brooklyn hospital by the physicians of the marine hospital. The gypsies greatly resented the taking of the children and last night a report spread among them that their children had been drowned. Then another child suffering with measles was found and when a physician tried to feel the child's pulse, the women attacked. They pulled off their shoes, which have thick wooden soles, and belabored the doctor and buried cups and dishes at him and at the guards who dragged him from among them. The gypsy men in an adjoining room, drew knives and other weapons. All night long the women fiercely set upon any uniformed man who entered their room. Early Sunday morning officers were hurried to Ellis. They finally convinced the gypsies that their children had not been lost. The sick child was removed to the hospital.

Chicken Fattening in this Province.

(St. John Sun.)

The tabulated statement given below shows how the chicken fattening stations in this Province, under the management of Mr. Horace Hazard and others have been wasting the peoples money for the past few years. The information here presented was brought down during the last session of Parliament in answer to questions of Mr. Lefurgey who moved "for a

Table with columns: STATION, 1899-1900, 1900-1901, 1901-1902, 1902-1903. Rows include Charlotte Harbor, Mount Stewart, Elton, Alberton, Ver. R. Bridge, Rusticoville, Glendowan.

Note.—1903-04 is not shown, as the expenditure and revenue is not complete.

return giving the number of chicken fattening stations in Prince Edward Island in the years 1900, 1901, 1902 and 1903, respectively, giving the locations of each, and the name of manager of each, for the respective years; the expenditure in each of these stations for the years named, and the refunds made from the sale of poultry, etc., stating separately the refund from each for the different years." To these questions the following answers were given:

Table with columns: STATION, 1899-1900, 1900-1901, 1901-1902, 1902-1903. Rows include Charlotte Harbor, Mount Stewart, Elton, Alberton, Ver. R. Bridge, Rusticoville, Glendowan.

Note.—1903-04 is not shown, as the expenditure and revenue is not complete.

This statement shows the expenditure on these stations, for the years named, to have been \$6,216.96, and the revenue \$2,667.53, leaving a deficit of \$3,549.43. This is an extremely bad showing from an industry that was expected by the farmers of this Province to be at least self-sustaining. How many of the managers of these stations were

Six Persons Burned to Death.

One of the most shocking fatalities in the history of York County, N. B., occurred shortly after 5 o'clock Sunday morning, when word reached Fredericton at seven o'clock that no less than six persons had been burned to death. The story was hardly credited, but investigation soon revealed the fact that the story was only too true. The McGibbon farm and orchard, situated about six miles above Fredericton, on the Curry Mountain road, in the parish of Douglas, has been for years one of the best known properties in the vicinity of Fredericton. A few years ago Charles McGibbon sold the premises to Alfred Jewett. The latter has since his occupation made considerable improvement to the place and with his wife and three children have lived a happy and prosperous life. Not very far from the Jewett home, Mrs. Jewett's sister, Mrs. Edward Clarke, resides with her husband and family, on what is known as the Caverhill road, and it was often the custom for the two families to travel to and from town together. Saturday Mr. and Mrs. Clarke, with their daughter, a bright young girl of 16 years, drove to town on their usual Saturday trip. Mr. Jewett had also come to the city and late in the afternoon, having transacted their affairs, the two parties started on the homeward journey. On reaching Mr. Jewett's they turned in. At this time there was a regular downpour and as time went on the storm not abating, the Clarks decided to spend the night rather than drive on home. A happy evening was spent around the kitchen fire and all hands retired early to enjoy a well earned rest. About 6.15 Sunday morning, one of the neighbors was startled to hear screams coming from the Jewett house and rushing out, found Mrs. Jewett standing in the front doorway clad in her night dress. At the same time smoke was pouring out of all the upper windows of the two-story house. Willing neighbors were soon on the scene and Mr. Jewett, who had made his appearance, brought a ladder to the front part of the dwelling and made an attempt to enter one of the upper windows, but the ladder gave way and Mr. Jewett was hurled to the ground, burnt and bruised. Mrs. Jewett meanwhile endeavored to rescue her children, but it was in vain, and she was borne away with painful burns. On account of the dense heat and smoke it was found impossible to do anything. The sight was a most harrowing one. All stood around watching the house go up in flames, and in those flames were six loved human beings. After the fire had sufficiently subsided a search was made, and all that could be found of those who had perished were some crisp and charred bones. The only recognition of Mr. and Mrs. Clarke were from the size of the bones. The two eldest daughters, remains were also identified in this way, while the younger children had been burned beyond all recognition. Those who perished were: Mr. and Mrs. Edward Clarke and their daughter of sixteen and the three Jewett children, Zella, 16 years; Wesley, 10 years, and Ethel, about 7 years. Mr. and Mrs. Jewett were also badly burned, but their wounds are not considered serious and their recovery is expected.

London Editor to Make Own Paper.

Sir Alfred Harmsworth, of London has arrived at St. John's Newfoundland to inspect large areas of woodland which his company recently purchased in the interior of the island for the purpose of establishing the greatest pulp mill in the world. The trees embrace two thousand square miles excellently wooded.

Part of this territory is already being worked by the Timber Estate Co., of which Henry M. Whitney of Boston is president. This concern has large saw mills, twenty miles of railway line, a shipping port and wharves capable of accommodating large ocean liners and other properties, all of which pass into Sir Alfred's hands. Other tracts yet unworked adjoining the Whitney property have been acquired. The purchase price aggregates \$450,000.

Sir Alfred's varied newspaper interests are in a corporation known as the Amalgamated Press, Ltd., of London. This has been capitalized it is said, for the purpose of operating the pulp mill enterprise at \$1,000,000. A plant valued at half that sum will be established and work started as soon as possible, the intention being to enlarge the plant as rapidly as circumstances will admit.

The special advantages which caused Sir Alfred to select Newfoundland for this venture are an abundance of timber, unrivalled water power from a series of lakes, cheaper labor than elsewhere in America, and sea transportation of the product for a shorter distance than from any other pulp making centre on this continent. His own railway will convey the product to tidewater at Lewisport, in Notre Dame Bay, only twenty miles from the mills. From Lewisport to Liverpool the distance is only 1,720 miles, as against 2,300 from New York.

Limestone deposits used in pulp making exist near the mills, and coal has been found in the vicinity. The establishment of this immense industry will be cordially welcomed in Newfoundland, and will be of great benefit to the people. It is believed that it will revolutionize local industrial conditions and induce other similar enterprises to follow Sir Alfred's example.

WILLIAM Halfpenny, returned from St. Louis last night. He competed in the pole vault, and secured fourth place in the world's championship. He lost his own pole, which he took with him. It was mislaid or delayed by the railway, and was in consequence handicapped in his vaulting. He has gone higher than 11 feet six inches, which was the Championship at St. Louis.

The Prices.

Table listing various commodities and their prices, including Butter, Beans, Cabbage, Carrots, Ducks, Eggs, Flour, Hides, Hay, Lettuce, Mutton, Oatmeal, Potatoes, Pork, Parsnips, Radishes, Sheep, Turkeys, White oats, Fressed hay, Straw.

WANTED.

Wanted, permanently established agent or firm to handle Reid's original Putz Metal Polish for P. E. I. address. W. W. REID Mfg. Co. Boston Mass. Aug. 17th, 1904-4i

Notice of Dissolution of Partnership.

Take notice that the partnership heretofore existing between the undersigned carrying on business under the style and firm of Sentner, Trainor & Co., has on this twenty-seventh day of August, A. D. 1904 been dissolved by mutual consent. Dated this twenty-seventh day of August A. D. 1904. L. J. SENTNER, MICHAEL TRAINOR. Signed in the presence of H. H. Hyndman.

All debts due the late firm of Sentner, Trainor & Co., are now payable to the said Michael Trainor who is authorized to collect and grant receipts and discharges for the same. L. J. SENTNER, MICHAEL TRAINOR. Witness, H. H. Hyndman. Aug. 27

CANADIAN PACIFIC

Can. Pac. Wabash Railways

SHORT LINE Will Take You

Direct to the Main Gates of the World's Fair!

You will find a good Hotel within the grounds, thus avoiding long tramps. This Route will also give you an opportunity of seeing Montreal, Ottawa, Toronto, Niagara, Detroit and Chicago while going or returning.

See nearest Can. Pac. Ticket Agent. ROSS & MATTHEWS. Apothecary Hall Building, Ch' Town, P. E. I. Or write to C. B. FOSTER, C. P. A., D. P. R., St. John, N. B.

A. A. McLean, K. C. & Donald McKinnon. McLean & McKinnon. Barristers, Attorneys-at-Law. Brown's Block, Charlottetown

To Our Patrons.

Owing to continued ill-health I have this day withdrawn from the firm of Sentner, Trainor & Co., and bespeak for the new firm a continuance of the patronage so generously bestowed in the past. LEMUEL J. SENTNER.

The undersigned have this day taken over the assets and liabilities of the late firm of Sentner, Trainor & Co., and will continue the business under the style and name of M. Trainor & Co. While thanking you most heartily for the liberal patronage given to the old firm, we respectfully solicit a continuance of the same, assuring you, that it shall be our constant aim to merit your confidence. M. TRAINOR & Co. Aug. 27

50 DOZEN - NEW - AMERICAN CAPS.

All came in yesterday Golf Caps, Yacht Caps, Outing Caps, And Caps of all kinds for all purposes.

Caps for Men, Caps for Boys, Caps for Children

Fancy and plain styles. Don't think there's a good style wanting in this new summer lot.

Boys' Summer Suits. Broken lots and odd sizes in Boys' and Youths' Suits are now being sold at big reductions at the big store.

Rough and Ready Suits. That will allow the boys to run and jump to their heart's content. No need of care. Costs For Two-piece Suits \$2.75 For Three-piece Suits \$3.75

You better look this up for the holidays. Prowse Bros. The Wonderful Cheap Men.

MEET ME AT THE ALWAYS BUSY STORE

Trunks

AT

STANLEY BROS

GOOD TRUNKS, STRONGLY MADE AND SIGHTLY,

Patent Locks, Brass Corners, Iron Bottoms,

And everything in the shape of strength and workmanship, put into them.

Sizes from 28 to 42 inch. All prices.

Dress Suit Cases, Club Bags & Telescope Valises.

Lots of them in all sizes at the right prices.

Stanley Bros.

Special Sale

OF Washable Silks!

At 25c. per yard.

Saturday morning we place on sale a line of the pretty wash silks suitable for waists, at very very low price of 25c. per yd.

New Kid Gloves!

We are now showing our new kid gloves in all the

New & Leading Shades

\$1.10 and \$1.35.

SPECIAL SHOWING OF

Ready-to-Wear HATS!

You better look this up for the holidays. On Saturday morning. Be sure and see them

F. Perkins & Co.