

THE HERALD

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CHARLOTTETOWN, P. E. ISLAND.
JAMES McISAAC,
Editor & Proprietor.

Please don't delay your
Subscriptions for 1907. We
need the money, we
have earned it and
shall esteem it a great
favor if you remit now.

Beware of Deception.

III.

In previous issues we have
pointed out some of the tac-
tics pursued by the Provin-
cial Government, for the pur-
pose of deceiving the elec-
tors and leading them to false
conclusions regarding the
financial position of our Pro-
vince. The subject is by no
means exhausted, and might
be pursued to almost any
length. Not only regarding
the financial aspect; but in
every phase of the adminis-
tration of our Provincial busi-
ness, the Government pur-
sues a tortuous, misleading
and deceptive course. On no
public question, properly with-
in the scope of their adminis-
tration, will the Government,
or any of their supporters in
the Legislature, make a
straight forward, manly and
clear-cut declaration. They
invariably hedge and beat
round the bush, where they
do not positively falsify and
mislead. This shows the
wretched condition to which
they have brought our public
affairs, and indicates the mis-
trust with which the electors
should regard every declara-
tion of public policy emanat-
ing from the Government,
their supporters and their
organ. By their reckless and
scandalous conduct of affairs,
they have forfeited any and
every claim they may have,
at any time, possessed to the
confidence of the people, and
in their last extremity their
only hope lies in falsehood
and deception. It behooves
the people, therefore, to have
their wits about them and
not allow themselves to be
hoodwinked by any of the
wiley and specious arguments
of the Government or their
emissaries. They will de-
ceive you if they can; there-
fore beware of them.

The make up of the finan-
cial statement, in the Provin-
cial Auditor's annual report
on the Public accounts of the
Province, is false on its very
face, and intended to deceive.
The Report, each year,
divides the expenditures into
two classes, "capital" and "or-
dinary." This capital ac-
count is a fraud and a delusion,
and is intended to slur over
and conceal the actual deficit
on each year's financial trans-
actions. A capital account,
properly so called, should con-
tain a statement of the Pro-
vinces capital assets, and the
legitimate expenditures re-
quired thereon. But our
Government's capital account
is principally made up of
charges for road machines,
mostly corroded and fallen to
pieces, and scarcely fit for old
junk; charges for rights of
way that have never been
opened and still continue in
the private ownership of their
original possessors, and
charges for partial restoration
of public buildings destroyed
by fire. No less than \$8,000
have been charged in this ac-
count for road machines, that
have long since gone to the
junk heap; almost \$5,000
were charged to the same ac-
count last year for partial
restoration of the burned
Summerside Court House,
while \$5,000, received as in-
surance on the same building,
were credited to ordinary
receipts, and so on. Do these
expenditures add to the capi-
tal assets of the Province?
Certainly not, and they are

set down as capital expendi-
tures for no other purpose
than to help conceal from the
public the extent of the
annual deficit. Is it not quite
plain, then, that this capital
account is a capital fraud, and
an insult flung in the faces of
an intelligent electorate?

One of the standing com-
mittees of the Legislature, is
the public accounts committee.
This committee is struck on
the opening day of each ses-
sion, and always has of
course, a majority of Govern-
ment members. The very
name of this committee would
suggest its great importance.
Its functions embrace a thor-
ough examination and investi-
gation of all matters relative
to our Provincial finances;
and it is clothed with author-
ity to summon witnesses and
examine them on oath, and to
send for all papers and re-
cords that may be deemed
necessary. What has been
the conduct of the Govern-
ment regarding this com-
mittee, for the last number of
years? The Opposition mem-
bers of the committee
have repeatedly asked to have
the committee called together;
but the chairman, a Govern-
ment supporter, has always
refused to bring the committee
together, until the last day of
session or so, when there
would be no time for any ex-
amination, and a report of the
most perfunctory nature has
been presented to the House.
During the late session the
Opposition members, through
repeated urging, got the com-
mittee together, but as we al-
ready know they found their
efforts at investigation block-
ed at every step. Officials of
the Government, summoned
to give evidence, were com-
manded by the Leader of the
Government to refuse all in-
formation; consequently the
committees operations were
at once paralyzed. Why do
the Government go to such
lengths to render abortive the
functions of this committee?
Because any examination or
investigation would expose
the falsehood, the deception
and the rottenness of the Gov-
ernment; that is the reason.
The Government dare not
take off the lid; they dare
not let in the light of day on
their transactions; hence their
policy of deception and con-
cealment.

In former issues we showed
that the deficit on the finan-
cial transactions of the fiscal
year ended Sept. 30, 1907,
was \$45,679.85. We also
showed that a calculation from
the figures of receipts and ex-
penditures, from Sept. 30,
1907 to Feb. 29, 1908, laid
on the table of the House by
Premier Haszard, would pro-
duce a deficit, on the last
named date, of \$129,332.68.
We will now show what the
debt and liabilities of the
Province were on Dec. 31st,
last, assuming matters to have
been no worse than on the
previous year. As already
stated, the deficit on Sept. 30,
was \$45,679.85.

To this we must
add interest ac-
crued on loans,
as set forth in
our last issue;
also deferred
payments and
balances due on
contracts, am-
ounting in all to 64,308.50

These added show
that \$109,988.35
was the amount
necessary to pay
the debts and
liabilities on
September 30th
1907. Assuming
that the deficit
for three months
to Dec. 31, 1907
was no greater
than for the
same period last
year, we have \$43,000.00
From this we
must subtract
the additional
subsidy of 35,000.00

This leaves a net
deficit on three
months to Dec.

31, of \$8,000.00
Add this to the
\$109,988.35
above set down
and we have
debt and liabili-
ties on Decem-
ber 31st, amount-
ing to \$117,988.35.
These figures bear a fair
proportion to the figures we
present in our last issue as
the probable deficit on the
30th. Sep. 1908, and bear out
the contention that on that
date, the debt of this Pro-
vince shall have reached at
least \$1,000,000. That
means, as we have already
stated, \$1,000,000 of a mortgage
on every acre of land in the
Province, \$100,000 on every
farm of 100 acres of land.
That is the kind of permanent
mortgage the Government of
the day have placed on the
farm lands of Prince Edward
Island; that is the net result
of seventeen years of Liberal
Government in this Province.
What do our farmers think
of it?

Fairplay to our Colliers.

(In the House of Commons
on the 4th inst. the question
of fairplay to the owners of
sailing vessels, belonging to
this Province, engaged in the
coaling business, was taken
up by the energetic Opposi-
tion members from Queen's,
Messrs McLean and Martin.
The following report of their
speeches is from Hansard:
Mr. A. A. McLean, (Queen's,
P. E. Island)—I desire to
draw the attention of the Gov-
ernment to a matter which is
of great moment to the ship-
ping interests of the Maritime
Provinces. I refer to the
system of loading vessels at
the different collieries, the rule
now in vogue being that
steamships shall be loaded
first. No matter how many
sailing vessels may be waiting
for loads, steamers that come
in immediately receive their
cargoes and this practice has
become so much a nuisance
in the Maritime Provinces
that sailing vessel owners are
being compelled to withdraw
their vessels from that trade
and to leave it practically in
the hands of steam vessels
owned by Norwegians and
other foreigners. In conse-
quence of the present practice
to which I have referred the
rates of coal were increased last
year and the price of coal in
Prince Edward Island was ad-
vanced about 40 cents per ton. I
have here a letter written by Mr.
Alexander Weatherbe, addressed
to the editor of the Halifax Chron-
icle, and as Mr Weatherbe is a
see faring man resident in Nova
Scotia he explains the situation
perhaps clearer than I could.
To the Editor of the Chronicle:
Sir,—Kindly allow me space in
your valuable paper to express
my views on the coasting trade
and the Norwegian question of
foreign shipping monopolizing
our coasting trade. It is a difficult
question to solve or bring to a
satisfactory settlement and I be-
lieve if not settled will lead to
anarchy and rebellion in the end,
and it is a terrible grievance for
our vessels to play at coal piers and
return and load again and our
vessels laying without cargoes or
any recompense for their lost
time as I have had the experience
of it a number of times. Now I
am aware that the companies
have to have steamers to carry
their coal. Also, do I know they
have a right to charter wherever
they can make the best bargain,
I am opposed to unions and mon-
opolies as they tend to curtail the
freedom and rights of individual
citizens, and my idea of bringing
this question to a satisfactory
settlement is for the Government
to compel all coal companies to
load all vessels in turn, no prefer-
ence steam over sailing tonnage,
as all have equal rights. I have
loaded coal a number of times for
the last twenty years in American
ports and never had to wait long
for my cargo as everything was
loaded in turn, steamer barge or
sailing vessel and no reasonable
man will complain when he gets
his turn or rights. This is my

view for a satisfactory settlement
of the trouble or grievance.
Alex. Weatherbe.
Tatamagouche, Dec. 21, 07.

A PETITION.

You will observe in the recent
issue of newspapers in the Mar-
itime Provinces, editorials and
letters from correspondents calling
attention to this matter. Sea
captains and sailing vessel owners
are today withdrawing their
vessels from the trade because
they cannot afford to continue in
the trade as they cannot get com-
pensation for the great loss of
time which they are subjected to
at the colliers in loading. I hold
in my hand a petition signed by
the principal sailing vessel owners
and captains in the province
of Prince Edward Island, in refer-
ence to this matter, which leads
as follows:
Whereas the system of coal
mining companies in Nova Scotia
and Cape Breton gives a loading
preference to steamers over sail-
ing vessels at their respective
piers and that said discrimina-
tion militates against the owners
and charterers of sailing vessels;
And whereas the greater part
of the coal imported to this pro-
vince is freighted in sailing
vessels, and owing to the con-
dition of the harbors, must con-
tinue to be freighted by vessels of
shallow draft.

And whereas such system may
compel sailing vessels to abandon
the coal carrying trade to the
great detriment of this city and
province.
Therefore resolved, That our
representatives respectfully re-
quest the Federal Government to
pass such legislation as will give
to sailing vessels and steamers
equal rights in their proper load-
ing turns at the coal ports in
Nova Scotia and Cape Breton,
steamers taking in bunker coal to
have preference only.

Here follow the names of over
eighty owners and captains of
sailing vessels; practically all the
captains and owners in the Pro-
vince.
APPLIES TO OTHER PRO-
VINCES.

But this matter affects not only
the province of Prince Edward
Island, but also the province of
New Brunswick and the province
of Nova Scotia, in which these
companies are incorporated. It
also applies to vessels from the
province of Quebec. I do not
know whether any vessels from
the province of Ontario coal there
or not. This matter was referred
to the Legislative Assembly of
the province of Prince Edward Is-
land at its last sitting, and I re-
ceived, a few days ago a letter
from the clerk of the Legislative
Assembly to the following effect:
The Legislative Assembly of
Prince Edward Island,
Charlottetown, Prince Edward
Island,
March 27, 1908.

A. A. McLean, Esq.,
House of Commons,
Dear Sir,—Acting under in-
structions of the legislative assem-
bly of this province, I beg to in-
close a copy of a resolution un-
animously adopted by this House,
and am requested to ask that the
matter referred to receive your
earliest and immediate attention.
Yours respectfully,
R. H. MONTGOMERY,
Clerk Legislative Assembly,
Prince Edward Island.
The resolution referred to in
that letter read as follows:
Resolved, that this legislature,
recognizing the difficulties and
loss entailed to the owners and
charterers of sailing vessels, also
to the consumers of coal in this
province on account of the prefer-
ence habitually given to steam
tonnage as distinguished from
sailing vessels, at the piers of
the landing collieries in Nova
Scotia, in the matter of loading
coal cargoes, respectfully request
the government of Nova Scotia,
to exercise such powers as may
be within its rights to secure fair
and equitable treatment for the
sailing vessels at such piers, and
if those powers be inadequate to
the end proposed, recommend that
said government shall have re-
course to the federal authorities
with a view to securing the rights
and privileges in question.

Further resolved, that this
legislative assembly respectfully
request the federal government to
pass such legislation, if necessary,
as will give to sailing and steam
tonnage equal rights in their pro-
per loading turns at the coal ports
in Nova Scotia.

PARLIAMENT SHOULD DEAL
WITH US.

I understand that a copy of
these resolutions have been sent
to the government at Ottawa, and

is now in the hands of the Min-
ister of Marine and Fisheries I
understand that it is a moot ques-
tion whether the federal authori-
ties have power to deal with this
matter, or whether the power rests
with the legislature of the provin-
ce of Nova Scotia. But I
think the matter is one which
peculiarly lies within the powers
of the Parliament of Canada to
deal with. This is not a matter
of purely local importance, be-
cause vessels from various provin-
ces of Canada habitually load
at these piers. It is true, these
companies, or most of them, are
chartered by the Legislature of
the Province of Nova Scotia; but
notwithstanding that fact, I think
this Parliament has power to
regulate the manner in which
vessels shall be loaded and un-
loaded at these piers. Under the
shipping laws of the Dominion of
Canada all the regulations for
the unloading of vessels are sub-
ject to the Parliament of Canada.
If this Parliament has power to
regulate the unloading of vessels,
I do not see why it should not
equally have power to regulate
the loading of vessels. It has
power under the federal shipping
law to say what space shall be
allotted for cattle on vessels, how
many bushels of grain a vessel
may carry, how much draft it
may draw etc. Why, then, should
it not have power to regulate the
manner in which vessels from
Prince Edward Island, Nova
Scotia, New Brunswick and Que-
bec shall be loaded at these? It
may be and probably will be said
that these concerns, are private
concerns, and can make contracts
to load as they please. Vessels
from all parts of Canada come to
these places for coal. Under the
circumstances, this is a matter of
federal importance which may
come under the head of regulation
of trade and commerce, subsection
2 of section 91 British North
America Act. Why should not
this parliament have the power,
under that section, to regulate the
manner in which vessels shall be
loaded, the same as they regulate,
under subsection 10, which deals
with navigation and shipping the
manner in which vessels shall lie
in the harbor or conduct them-
selves at a pier. Under these regu-
lations, no vessel is permitted to
carry any spar clear of her hull
because that might interfere with
other vessels coming in.

QUESTIONS ANSWERED.
Mr. Brodeur. Does my hon.
friend think that if the coal deal-
ers were refusing to sell their
coal we would have the power to
interfere, or would we have the
power to interfere when coal deal-
ers deliver at their own piers?
Mr. A. A. McLean. I suppose
every one can refuse to sell his
own goods, but when he does sell
them and when he advertises that
he has goods for sale, the Parlia-
ment of Canada may pass regula-
tions governing the conduct of his
trade.
Mr. Brodeur. Under what
clause of the British North
America Act?
Mr. A. A. McLean. Under
clause 2 of section 91 dealing with
the regulation of trade and com-
merce. Take, for instance, section
92 which defines what matters
come within the jurisdiction of
the provincial legislature. Under
that section shop, saloons, taverns
and auctioneers and other licenses,
in order to the raising of revenue
for provincial, local and municipal
purposes come under the exclu-
sive powers of the provincial leg-
islature. Yet, notwithstanding that
section, it has been held by the
Privy Council that this parlia-
ment had power to pass the Can-
ad. Temperance Act and to de-
clare that that Act could come into
force in any district as the in-
stance of its people and thus take
away vested rights from men pre-
viously engaged in the liquor
trade. That Act of this parlia-
ment was upheld by the Privy
Council in the case of Russell vs.
the Queen. What did the Privy
Council say in that matter?
Sir Montague E. Smith, in de-
livering the judgment of the Judi-
cial Committee of the Privy
Council, intimated that "their
lordships must not be understood
as intimating any dissent from
the opinion of the Chief Justice
of the Supreme Court of Canada
and the other judges who held
that the Act, as a general regula-
tion of the traffic in intoxicating
liquors throughout the Dominion,
fell within the class of subjects
"The regulation of Trade and
Commerce" enumerated in that
section and was on that ground a
valid exercise of the legislative
power of the parliament of Can-
ada.

Our Supreme Court had decid-
ed that the federal parliament
had power to legislate on that
matter because it came within
subsection 2 of section 91 of the
British North American Act,

covering the regulations of trade and
commerce. That was the ground
upon which the Supreme Court gave
its decision, and the Privy Council
said that they did not dissent from
that opinion. Here, therefore, we
have the decision of the highest
court in the land that although the
provincial legislatures have exclusive
power over saloons and other licenses,
still this parliament can step in and
pass a Temperance Act, and, as was
argued before the Privy Council, take
away the vested rights of liquor deal-
ers. Then the judgment of the
Privy Council proceeds:
The judgment of the Privy Coun-
cil proceeds upon the grounds that
the subject was not falling within any
of the subsections of section 92 and
was therefore within the power of the
Dominion parliament as a matter per-
taining to the peace, order and good
government of Canada.

A CONFLICT EVERY DAY.

But if this matter of the regulation
of coaling vessels would not come
under the head of "the regulation of
trade and commerce" or "navigation
and shipping," still it might come
under the head of "peace, order and
good government." Why not?
There is a conflict every day at these
colliers between the company and the
sailing vessel owners and the sailing
vessels, so that this government
should have the power to make some
kind of regulation that would do
justice to the owners of the sailing
vessels. The subject is, of course,
a difficult one, but all these matters
are difficult to deal with. Frequently
in such matters we have the Supreme
Court of Canada giving one opinion
and the Privy Council another, but on
the whole I think that our Supreme
Court has passed upon them very
fairly. If the government have any
doubts, I would suggest that a test
case be made and sent to the Supreme
Court. The matter is one of the
great concern to a great number
of people who have large sums invested
in sailing vessels. It is of impor-
tance not only to these men, but to
every man who consumes coal in
Canada. Today it is agitating the
people in the maritime provinces. To-
morrow it may become a live ques-
tion in Saskatchewan or Alberta or
British Columbia. I think therefore
that the government should take it
up at once and deal with it. Let
them submit the question to the Su-
preme Court, if they have doubts of
their jurisdiction, and if not satisfied
with the decision of the Supreme
Court let them appeal it to the Privy
Council.

Mr. E. M. MacDonald. What
solution by way of legislation, pro-
vided this parliament has power,
would the hon. gentlemen suggest?
Mr. A. A. McLean. I understand
from shipping men that in the coal
ports of the United States there is a
regulation providing that every vessel
shall receive its cargo in turn.

Mr. Brodeur. On private pro-
perty?
Mr. A. A. McLean. Yes. There
is one exception, and that is bunker
coal for steamers which are leaving
port—these steamers have the prefer-
ence, and I believe they are the only
vessels in American ports that have
the preference.
(For want of space, we are obliged
to hold over for next week, Mr.
Martin's able speech on this matter.)

Murder Most Foul.

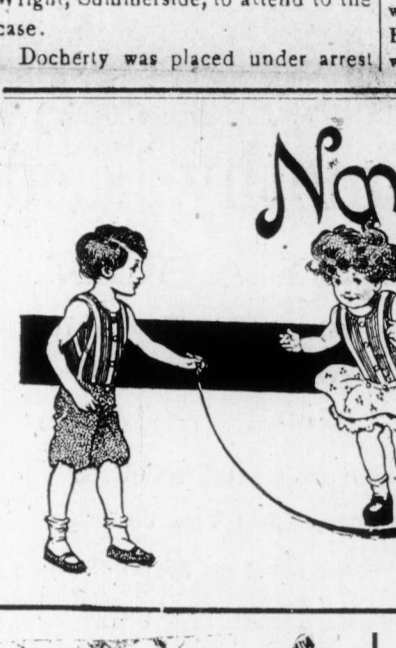
A foul and evidently unprovoked
murder took place near the village
of Miscouche on "Sunday night" last.
The victim was Joseph D. McMillan,
about twenty five years of age, son of
the late Daniel McMillan, formerly of
Kingston, but lately of Miscouche.
Mr. McMillan lived with his mother
on the homestead farm, about a half
mile south of the Miscouche railway
station. He has several brothers and
sisters, but they are all away, most
of them married and settled. A foster
brother and a cousin lived with him
and his mother. He was well known
and was a prosperous farmer; he was
popular and well liked and it was
thought he had no enemies. Stella
McDonald, a young woman, lives
with her aunt, Miss Catherine Gillis,
whose farm is opposite the McMillan
farm. (Alonso Docherty, about twenty
years of age, living at Miscouche, had
been paying some attention to Miss
McDonald, who, it appears, did not
care much about him. It would ap-
pear that McMillan was an esteemed
friend of the McDonald girl. It
further leaks out that the young lady
had been teasing Docherty about the
girl. This seems to have been the
condition of things up to Sunday last.
On that date, Miss McDonald's sister,
who lives at Summerside, came to
Miscouche on a visit to Stella and her
aunt. She remained there all day,
and in the evening she returned to
Summerside accompanied by Miss
Stella and Mr. McMillan, the victim
of the tragedy. The three of them
walked to Summerside on the railroad
track, arriving at their destination
about dark. After remaining at Sum-
merside about half an hour, Mr. Mc-
Millan and Miss Stella McDonald
started on return to Miscouche, on the
railroad track.

About a mile and a half from Mis-
couche, near "Jones' Woods," about
ten o'clock they met Alonso Docherty.
When about eight or ten feet from
them he halted, pointed a revolver at
McMillan and ordered him to "hold
up." They stopped and McMillan

said: "That is a revolver you have
there." Without another word,
Docherty fired and McMillan fell, with
the words, "I am shot." As he fell
Docherty fired again and McMillan
never spoke more. The girl turned and
started across the fields, away from
the scene. Docherty removed the
body across to the north side of the
railway track, and then started and
caught up to the girl, and went home
with her. When they arrived they
reported the affair to Miss Gillis.
Docherty went home, but returned
early in the morning and he and Miss
Gillis and Miss McDonald went to the
parochial residence, about 5:30, and
roused Father Monaghan and told
him what had happened. Father
Monaghan sent men to find the body
of McMillan, which they did, and
brought it to the C. M. B. A. hall.
After that, Father Monaghan tele-
graphed the Attorney-General. The
authorities authorized Spenidiary
Wright, Summerside, to attend to the
case.

Docherty was placed under arrest
about 11:30 Monday forenoon by
policeman Gough of Summerside.
Meantime Coroner Bowness, of Sum-
merside, empanelled a jury and an
inquest was held. An autopsy was
held by Drs. A. S. McNeill and A.
A. McEllan, of Summerside. After
examining several witnesses, the cor-
oner's jury returned as their verdict:
"That the said Joseph McMillan
came to his death by shots fired from
a revolver in the hands of, and fired
by Alonso Docherty on Sunday, May
10th, 1908." The prisoner was
brought to Summerside Monday after-
noon and placed in jail. The pre-
liminary hearing in the case takes
place tomorrow forenoon.

Henri Bourassa stated in Montreal
the other day that he was about to enter
the arena of Provincial politics and contest
a constituency in the approaching general
election.
Word comes from Honolulu that Mr.
L. Snow-Miller, a sister of Lady Roberts,
was found dead on a forest trail at Kona,
Hawaii. It is thought she lost her way
while walking and died of exposure.



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2 only 3.85 Striped Tweed for 1.95 each
1 only 3.85 Black Cheviot for 2.65 each
1 only 5.25 Black Cheviot for 2.95 each
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