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Government Show the White Feather.

Sir Wilfrid Laurier and his Government have decided to meet Parliament once more rather than meet the electors at the polls. The Toronto Globe, chief Grit organ and other papers supporting the Government had for a couple of months been urging the faithful to prepare for the battle; but now all is changed and the elections are indefinitely postponed. No doubt, the original intention was to have had the elections by this time, perhaps, had everything seemed favorable; but the Government have in the mean time struck a number of snags. The ministers and their friends went out into the different parts of the Dominion to gauge public opinion and evidently discovered that the trend of public feeling was strong against them, and that the electorate of Canada were quite prepared to meet and overthrow the Government hosts when the battle would be declared. To add to the Government's chagrin, the Grand Trunk Pacific affair came into a very tangled and troublesome condition. In view of all these perplexities, the Premier considered it the part of wisdom to hold on to office for a while longer, rather than to expose his Government to the danger of being shattered to pieces by an indignant electorate. The official news from Ottawa, on Saturday intimating that the elections were off and that Parliament would be called by the 10th of March is quite brief. The official statement is as follows: "The Government have been engaged for some days in considering certain modifications which had been asked by the Grand Trunk Railway Company to the contract entered into last session. The Government are of the opinion that modifications must be submitted to and discussed by Parliament and therefore it is the intention of the Prime Minister to advise His Excellency to call a session at an early date." From this it will be seen that, ostensibly at least, the reason for delaying the elections and calling Parliament is the unsatisfactory state of the Grand Trunk Pacific affair. There is no doubt that this affair is more seriously complicated than is very generally known. It is stated that the shareholders of the Grand Trunk Company have protested against the action of the directors in guaranteeing \$5,000,000 of the Company's stock to help the Government out in connection with the Grand Trunk Pacific project. It is further stated that one director has resigned on the head of it and that other resignations are looked for. Other statements are going the rounds to the effect that the Government approached prospective contractors asking for campaign funds, to be repaid to the donors when the work would go on. The contractors, it is said, were not disposed to put up the money on such doubtful conditions, and consequently the Government, finding it difficult to raise the needed, have determined to tinker with the act covering the contract to build the road. The difficulty of raising the necessary campaign funds, the dissatisfaction in the ranks of the stockholders of the Grand Trunk and the hostility of public opinion forced the Government to show the white feather. That public opinion is fast turning against the Government, in the very Province of Quebec, where they chiefly rely for their majority is evidenced by the following from Montreal Witness, a strong Grit paper. Referring to the visit to Montreal, on Monday last week, of Mr. Borden and other Conservative leaders the witness says: "A large number of Conservatives rallied around the leaders this morning at the Windsor Hotel. The president of one of the local clubs remarked that the Liberals were on the run. Mr. Fielding had been in the house, and not a soul called upon him. The Hon. Mr. Fitzpatrick had been at the Windsor a day or two ago, and he stalked up and down the rotunda like a lost ghost. The other night at the Monument National, the name of Sir Wilfrid Laurier fell quite flat. You will see a great overturn in this country at the next election. I say this, and do not pretend to be a prophet." This is a change indeed. Three years ago, Con-

servative speakers would not be listened to in Quebec. But the people of that Province are now in a mood to listen, and are paying strict attention to what the Conservative leaders have to say. In view of all these facts, it is not wonderful that Sir Wilfrid once more sought safety behind "Torres Vedras."

The St. John Sun after referring at some length to the prospective cabinet changes says: "These cabinet changes create vacancies in Westmorland and Rouville by the promotion of Mr. Brodeur, and St. Hyacinth by the retirement of Mr. Bernier. The two Quebec seats would appear to be reasonably safe for the government. In 1900 Mr. Brodeur had 1,767 votes to 682 for Mr. David, his conservative opponent, who lost his deposit. Mr. Carter, the conservative opponent of Mr. Bernier was more fortunate, as he received 1,136 votes to 2,247 for Mr. Bernier, thus saving his deposit by twelve votes. Mr. Emmerson's majority in Westmorland was 486. There are three other vacancies in Quebec. Rochelaga, vacated by a judicial appointment, gave a Liberal Majority of 635. St. James division in Montreal, vacated by the ousting and disqualification of Mr. Brunet gave a liberal majority of 1,641 in 1900, followed by a stolen majority of less than 700 in a by election. In Montmagny the government majority was 213. In Ontario there are two vacancies, both caused by death of Conservative members, East Lambton, a seat captured at the last election with a majority of 521, and East Bruce, where the Conservative majority was 43. In West Queens, Prince Edward Island, vacated by death, the Liberal majority in the general election was 735, which was reduced to 475 in the subsequent by-election. St. John City, which may or may not be technically vacant, gave Mr. Blair a majority of 997."

Our Ottawa Letter.

WHY CANADIAN FACTORIES SHUT DOWN.

The growth in Canadian imports of iron and steel since 1897 is appalling. During the first year the Liberals were in power, the tariff as framed by the Conservative party was in force, and our iron and steel purchases abroad amounted to:

Dutiable goods	\$8,666,487
Free goods	1,947,133
Total	\$10,613,620

Then, Hon. W. S. Fielding commenced to tinker with the tariff, and foreigners found ready markets in Canada for their wares. The home manufacturers of every article touched by the financial agent of Sir Wilfrid Laurier immediately found it unprofitable to produce their goods. The ruinous competition from the pauper labor centres of Germany and the trusts of the United States steadily forced native factories to the wall, until in 1903 Canadian iron and steel imports were 400 per cent greater than in 1897. According to Hon. Wm. Patterson's report of Trade and Navigation, Canada imported in iron and steel in 1903:

Dutiable goods	\$30,684,012
Free goods	11,196,104
Total	\$41,880,116

Think what this means! In 1903, with the great iron works at the "Soo," and "Sydney struggling for an existence," the Laurier government permitted \$31,286,480 worth more of iron and steel to come into the country than was imported in 1897. Thousands of idle men bear living testimony to the viciousness of the existing fiscal policy.

Are Canadians willing to continue sending their money abroad in order to close home factories and starve Canadian workmen? If they desire such conditions, a vote for a Liberal candidate at the approaching elections will be a demand for more foreign wares and fewer Canadian workshops.

CONSERVATIVE VS. LIBERAL MINISTERS.

The Conservative party may well feel proud of the integrity of the men, who for years held cabinet positions under different Conservative premiers. They were not few, but among the many there is not one who can be today reckoned as a wealthy man. Sir John A. Macdonald and Sir John Thompson left behind them little of this world's goods. Politics did not result in their enrichment. Their confreres who survive have been forced to return to business life poorer men than when they left it. They are to be found laboring in the vineyard bearing the heat of the day, all of which goes to show, that they at least were true to the trust reposed in them.

But how about their successors? In the history of any government have riches come so quickly to its

members, as to some of those in the Laurier cabinet? The Premier himself, accepted a present of a cool \$100,000. Hon. Clifford Sifton, a bankrupt in 1896, is a millionaire in 1903. And they are not the only fortunates. There are others to whom fortunes have come with power.

And why this difference between a Liberal and a Conservative government? The latter certainly had all the advantages of the former. Is it not rather suggestive that one class of men remained poor, while their successors prospered not a hundredfold but many times a hundredfold?

LIBERAL VIEW—G. T. F. DEAL.

"In the contract with the Grand Trunk to build the new railway to the Pacific, it is specified that, within 30 days of its signing, the company is to lodge five million dollars in cash or Government securities at Ottawa as security that it will do its part. The company did not put up the security within the specified time, nor has it to this hour. What it has done, is long after the expiry of the 30 days, it has tendered five million dollars in its preferred bonds. If a municipal council let the building of a bridge, on condition that the contractor lodge with its secretary, \$500 for the due completion of the work, would the council be justified in the eyes of the ratepayers by accepting, instead of the cash, the contractor's note of bond for \$500? That is what the Grand Trunk is trying to do. Here, at the very outset in its dealings with the country, the company breaks its agreement—it did not come to time, and has not put up the cash. How boasting the Premier laid the contract on the table of parliament as one that was to be acted upon in letter and spirit, and the fulfilment of which would not cost the country a dollar more than 13 millions. Within 6 months of his vaunting the Grand Trunk breaks the contract, and we are told Sir Wilfrid is, at the first session, to introduce legislation to legalize its violations. Does this not show the Grand Trunk will get all its wants, squeezing the people at its pleasure, and breaking its pledges at will?"—Huntington Gleaner (Liberal).

MR. BLAIR'S LOSS AND GAIN.

Hon. A. G. Blair's appointment to the chairmanship of the Railway Commission, as was expected, has disgusted the independent element in Canadian politics. Mr. Blair left his party on the Grand Trunk Pacific deal, and it was not until he announced his appointment to a fat job at \$10,000 per annum, that his position was clearly defined. He condemned the Grand Trunk Pacific outrage as a "defective and unjustifiable measure"; an "ill-considered proposal"; a "grave mistake"; a "disaster"; a "grave and egregious error"; a "senseless suggestion"; a "sheer unjustifiable appropriation of public money"; etc. Yet a few months of dickered changed Mr. Blair's attitude and he has hidden himself behind the best position in the gift of the government who dreaded his opposition so much.

Naturally the public is asking itself, "what sort of a railway commissioner will such a man make? Will he be firm and consistent when the occasion calls for such qualities? Can a man who has deserted such strong views be depended upon in the hour of trial?"

And who is more to blame for such opinions than Mr. Blair himself? Few public men of standing would care to follow his example. He has, it is true, provided himself with a comfortable income, but where is the admiration and public expressions of confidence which greeted him when he sacrificed office for principle? Canadians had faith in Mr. Blair a few short months ago, but his backsliding has lost for him what he can never hope to regain. The disgusting contract into which he has entered cannot fail to affect him, as it must affect the Laurier government when the general elections are held.

BLOWING IN THE MONEY.

The Auditor-General has vainly protested against a novelty introduced by the Laurier Government—the payment of premiums on the insurance policies. In the Department of the Interior, this practice has become common in the cases of favored individuals. In other branches of the service, the same reckless disregard for the expenditure of public funds prevails. One example of many is to be found in the case where Robt. Stewart & Son, Ottawa, the head of which firm was defeated Liberal candidate in the last general election, received \$2,204 as a premium on a life policy of \$10,000 for the benefit of the heirs of J. B. Charleson, whose connection with Merrier and the Yukon are so well known. Mr. Charleson, according to the same statement in the last Auditor-General's report was paid \$4,000 salary. In addition, Mr. Charleson received during 1902-3, no less than \$1,800 for travelling expenses alone. Other large items are recorded against the same individual, but it is impossible for the same statement to show just what amount fell to Charleson's lot, and what portion was paid to others.

Mr. Charleson, whose salary of \$4,000 and expenses would satisfy most men, must needs dip his hand more deeply into the treasury for general, whose removal was so ardently advocated and so quickly dropped

by Hon. W. S. Fielding, objects. The Laurier Government quietly ignores the protest, and the illegal expenditure continues in ever increasing amounts. Is it any wonder that Canada's annual expenditure has nearly doubled since 1898?

BARBED WIRE IS DEARER.

The cheap barbed wire fencing, which Sir Wilfrid Laurier promised the farmers, has not materialized. In fact barbed wire fencing, duty free, was more expensive in 1903 than was the article in 1897, under a 25 per cent. tariff.

In 1897 Canada imported 2,034,499 pounds of barbed wire, valued at \$80,467, or 1 3/5 cents per pound.

In 1903, under free trade in barbed wire fencing, 30,503,400 pounds, valued at \$702,399, or 2 1/2 cents per pound, came into Canada.

The difference between 2 1/2 cents under a duty regime and 1 3/5 cents under a protective tariff represents the increase in the price of barbed wire fencing by the American Wire Company, an offshoot of the Monongahela Trust. This concern controls the Canadian markets, and has closed every wire factory in Canada, with a single exception. One concern in Montreal, which employed 1,000 hands in 1897, is now idle owing to the tactics of the American Wire Company.

This experience shatters all claims made by the Liberals that free trade means cheaper commodities. In barbed wire the farmer, with Canadian competition removed, is paying a "Daneveld" to Mr. Morgan and Canadians have been deprived of employment. Can the farmer or workmen find a mutual or individual advantage in such an arrangement? The only way to end it is to smash the Laurier government.

No Compulsion Here.

(St. John Sun.)

The Bangor Commercial, which is one of the best informed and clever of our New England exchanges, makes the queer mistake of supposing that the transportation commissioners who are now holding inquiries were sent out by the Imperial government to coerce Canadians into using their own ports. From this error it was but a step to the conclusion that the Balfour ministry was trying to prevent Canada from exporting goods by way of United States ports. The comments of the Commercial are astonishing: "Canada's leaders of the telegraphic news of the day will not have overlooked a brief despatch to the effect that members of an English royal commission on transportation are now in Canada on an inspection of the harbor, dock and terminal facilities of some of the provincial cities. All commercial and business interests are familiar with the disadvantages under which Canadian railways are hampered by having no winter shipping ports for the outlet of the immense volume of freightage from the British Northwest, than St. John. At a conference of the members of the English commission with the leading business men at St. John a day or two since one of the members said: "It was the desire of the commission to do everything possible to have Canada shipments made through Canadian ports and to take them away from American ports, where they have unfortunately gone;" while another member said that, "if the proposed new trans-continental railway, the Grand Trunk Pacific, desired to send Canadian shipments to Portland, Me., instead of St. John, it was a part of the commission's duty to try to find means to compel them to use the Canadian ports."

It must be admitted by Americans as well as by Canadians that if the English transportation commission intends to use Canadian ports they will have a hard task. The short haul in transportation is the popular one. There may be good reasons of a patriotic nature, why Englishmen would like to have English goods shipped from Canadian ports, but in such a measure economy of time in transit, less expense and delay in trans-shipment stand for more in business than any amount of colonial patriotism to the home government.

Sub-Marine Signalling.

Boston, Jan. 14.—Tests in sub-marine signalling were made to-day on the steamer James S. Whitney of the Metropolitan Steamship Co., which arrived from New York to-night. On board the steamer were representatives of the Canadian government, who had made the trip from New York to Boston to test the efficiency of the marine signalling apparatus which had been installed on the Whitney.

Four lightships on the coast between New York and Boston had been equipped with submarine bells, which were tolled automatically.

When the Whitney passed the Vineyard Sound lightship this morning, no communication was established, owing, the Whitney's officers say, to the fact that the lightship in all probability had not received instructions to toll the submarine bell as the steamer approached.

About 2 o'clock this afternoon, as the ship approached the Pollock Rip lightship, the distinct sound of a bell was heard in the telephone receiver placed in the pilot house of the Whitney. A few minutes later another bell was heard which, the officers of the Whitney said, was submerged underneath the Pollock Rip lightship. At this time signals were distinctly heard from both the Pollock Rip and the Pollock Rip sho's lightship, but as the Whitney passed one on the starboard and the other on the port it was impossible to distinguish clearly from which lightship the individual signals came.

At 7.30 this evening as the Whitney neared Boston harbor a bell was heard clearly in the telephone receiver. The captain of the Whitney veered the course of his ship at intervals so that the sound of the bell was heard both from the port and starboard. For the first time since the tests in submarine signalling were begun a button was pressed by the observers on the steamer, which lighted a red or green light depending on whether the Whitney had Boston lightship on her port or starboard bow. The tests off Boston lightship showed within one-eighth of the compass whether the signal came from port or starboard.

When the Whitney arrived in port tonight these tests on board declared that the experiment had been most successful.

And Still They Come.

**Crowds to the right of us,
Crowds to the left of us,
Crowds all around us,
For Bargains they clamored.
Bravely our clerks worked and well,
Tho' oft'times they wished Bargain Sales were
in---Well
What is the use though? they wondered,
Ours did not start the row,
Ours hadn't to, nohow
And w're going to do or die---
Die, or serve this twice six hundred.**

Every day the crowds attending our Great Bargain Sale are getting larger and larger. Saturday evening the store was thronged with delighted buyers who evidently knew **THEY WERE IN THE RIGHT SHOP**. And no wonder when they secure here stylish new Dress Goods, purchased last autumn, in Tweeds, Chevoits, Fancy Mixtures, Black Fancys, Colored Silks, Colored Silk Velvet and Velveteens, besides fancy Velvets for Cushions and Fancy Work—all at **HALF-PRICE**. Then all our **SILK WAISTS**, including that elegant lot we opened a few days before the sale began are selling at **67 CENTS ON THE DOLLAR**. Besides all our **SKIRTS**, including 75 new ones, in the Spring Styles and no two alike. Ladies say they are the dressiest skirts ever shown here, and a decided Bargain; these also go at 1-3 off; also all

Ladies' Cloth Jackets

In stock, while a few of the largest sizes we will clear at **HALF-PRICE**. All

Trimmed Millinery Half Price,

And still a nice lot of those **FURS** in Collars, Muffs, etc., which we will clear at **HALF-PRICE**. Other Furs 1-3 off. These are only a few of the many Bargains we are offering.

At Half Price.

So here goes for 20, 40 or 60 days, if necessary to hold our trade

Come Here for Genuine Bargains,

As ancient goods are dear at any price.

- | | |
|---|---|
| <ul style="list-style-type: none"> 1500 yds. Dress Goods 500 yds. Ulster Cloths 450 yds. Silk Velvet 265 yds. Fancy Blouses, Silk 25 Fur Muffs, 30 Fur Collars All Fur Capes All Fur Lined Capes All Trimmed Hats Childrens' Gloves Lot of Men's Gloves Lot of Dress Trimmings Flannelette Underwear Laces, Embroidery Wings, Breasts, Cord Ladies' Facinators | <ul style="list-style-type: none"> Lot of Men's Ready-made Clothing Wrappers, Silk Shirtwaists Lot of Jackets, Gloves, Ribbons, Whitewear Men's Clothing, Men's Hats and Caps Men's Fur Coats, Caps, Mitts Ladies' Mitts, Caps, Ruffs Sleigh Robes Wool Shawls, Rugs, Tams Ladies' Skirts, Waterproofs Blankets, Bachelors Stamped Linens, Cushion Covers Men's Winter Shirts Prints, Wristbags, Purses. |
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Samples given and goods sent on approval as usual.

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The Store That Saves You Money.