

THE HERALD

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Editor & Proprietor.

A Last Reminder.

This is the last opportunity we shall have of saying a word to our readers on the political issues of the day, before the votes are polled. Let our people remember that the Government now seeking for renewal of confidence is the same that promised to make revenue and expenditure meet, and instead has increased our Provincial debt to one million dollars. Remember that this is the same Government that said the day of taxation was far off. They have in fourteen years taken from you about \$900,000 in taxes. Remember that this is the same Government that has increased the interest on the public debt from \$2,697, to \$3,300,000 a year. Remember that this is the Government that falsified all its pre-election promises and broken all its pledges. Remember that this is the Government that has perpetuated the school book fraud, by which \$15,200 a year has been unnecessarily taken out of your pockets in consequence of unnecessary changes in text books. Remember that this is the same Government that utterly failed to stand up for our rights in the subsidy matter. Remember this is the same Government that falsified the statements of revenue and expenditure in the public accounts for 1907. Remember that this is the Government that failed, through fear of exposure, to give us a statement of the financial transactions of the year closed on Sept. 30, 1908 and compel us to conduct this election on accounts over a year old. Remember all this and the hundred and one other shortcomings of the Government and on election day cast your votes against them.

A Black Record.

The seventeen years of rule of the present Provincial Government furnishes the blackest record in the political history of Prince Edward Island. Here is the record of expenditure showing a gradual increase as follows:

EXPENDITURE.

Table with 2 columns: Year (1889-1907) and Amount (\$263,604.83 to \$381,158.94)

We next come to the deficits. Here is the scandalous record:

DEFICITS.

Table with 2 columns: Year (1891-1905) and Amount (\$30,439.20 to \$46,116.97)

1906 70,868.83
1807 45,779.85
These deficits aggregate over \$900,000. Average annual deficit \$53,000.

Here is their record on the matter of interest.

INTEREST.

Table with 2 columns: Year (1889-1907) and Amount (\$615.38 to \$32,756.15)

TAXATION

While the Liberal Government were rolling up this mountain of Provincial debt, they were bleeding the people, by way of taxation, at the following rates:

Table with 2 columns: Year (1894-1907) and Amount (\$45,182.91 to \$83,368.72)

These taxation figures aggregate almost \$855,000 and represent an average annual taxation of about average \$64,000 \$900,000 in deficits and \$855,000 in taxation make a pretty bad showing, for a party that promised to economise the public expenditure and keep the day of taxation far off, and to make revenue and expenditure meet. What record could be blacker?

Nomination Day.

Wednesday last was nomination day for the Provincial elections. The following candidates were nominated for the different districts of the Province.

KING'S COUNTY.

1st. District, John Kiekham, Souris West, councillor, proposed by Alex. Bruce, seconded by Hugh McDonald.

John McLean, Souris East, assemblyman, proposed by Theo. Gallant, seconded by Patrick St. John.

Frank R. Hearts, Charlottetown, assemblyman, proposed by Alex. Robertson, seconded by James Howlett.

Lauchlan McDonald, councillor, proposed by Patrick Power seconded by Andrew J. McEachern.

2nd. District, James McIsaac, Charlottetown, councillor, proposed by Lawrence P. Doyle, seconded by Adolphus McEwen, Thomas Kennedy, Henry R. Mooney, Allen Morrison etc.

Harvey D. McEwen Morell, assemblyman, proposed by Edward Mullins, seconded by James Gillan, George Burge James D. McInnis, St. Peter's Bay, councillor, proposed by Judson Webster, seconded by Patrick Burns.

R N Cox, Morell, assemblyman proposed by Francis P Turner, seconded by Cornelius McInnis.

3rd. District, John A McDonald, Cardigan Bridge, proposed by John A McKennie, seconded by John M. McLeod.

W A O Morson, Charlottetown, assemblyman, proposed by Gregory Kiley, seconded by Alex McDonald.

James J Johnson, Charlottetown, councillor, proposed by John J McDonald, seconded by John A Gordon, Brudenell.

Charles B Clay, Bridgetown, assemblyman, proposed by Alex Hamilton, seconded by Duncan McLaren.

Fourth District, Murdoch McKinnon, Montague Bridge, Councillor, proposed by Bernard McGuigan, seconded by Thomas Cassidy.

Albert P Prowse, Murray Harbor South, proposed by George A Poole, seconded by John A Hawkins.

George S Inman, Montague, proposed by George D Acorn, seconded by Peter Gormley. Lester Brehaut, M D, Murray River, Councillor, proposed by Robert Whitway, jr, seconded by John D Robtson.

Fifth District, John A Mathieson, Charlottetown, Councillor, proposed by Richard D Kehoe, seconded by Ronald H McCormac.

Archibald J McDonald, George town, assemblyman, proposed by Angus D McKenzie, seconded by Roderick J McLellan.

Peter McCourt, Charlottetown, Assemblyman, proposed by Hugh Finlayson, seconded by Michael D McPea.

Wallace W Jenkins, Georgetown, proposed by Neil Campbell, seconded by Michael D McDonald, Launehing.

PRINCE COUNTY.

First District, Charles Dalton and Sylvain T Gallant, John Agnew and Benjamin Gallant.

Second District, Benjamin L Campbell and Sylvanus Dougherty; John Richards and Albert McWilliams.

Third District H D Dobie and A E Arseneault, P McNutt and J F H Arseneault.

Fourth District James Kennedy and Michael Delaney; S E Reid and Joseph Reid.

Fifth District, J E Wyatt and James A MacNeill; John M Clarke and John Jardine.

QUEEN'S COUNTY.

1st District Queen's, Murdoch Kennedy, Councillor, proposed by John Myers, seconded by Parnell McMahon.

Arthur Simpson, Assemblyman proposed by George Myers, seconded by John R White.

John E Sinclair, councillor proposed by John S Cousins, seconded by Joseph E Bagnall.

Hon Matthew Smith, assemblyman, proposed by Cyrus W Crosby, seconded by Peter P McGuigan.

2nd. District W S Stewart, councillor, Thomas Doyle Assemblyman, were duly nominated as the Opposition, while the Government candidates are Wm. Laird, Assemblyman, and John McMillan, councillor.

3rd. District, H James Palmer Assemblyman, proposed by Edward Lane, seconded by John Kelly.

Hon. J H Cumiskey, councillor, proposed by John J McQuaid, seconded by John M Jenkins.

Henry F Feehan, councillor, proposed by Alex Kennedy, seconded by Cephas Nunn.

4th. District Jas A C Rogerson, Councillor, proposed by Owen Sullivan, seconded by Malcolm McMillan.

Alex D Ross, Assemblyman, proposed by Daniel McDonald, seconded by John H Ross.

F L Hazard as councillor proposed by Hayden VanIderstine, seconded by William Crane.

D P Irving proposed by John A McDonald, seconded by Donald McEachern.

(Continued from fourth page.)

FINANCIAL TROUBLES.

Cabinet meetings in these times are anxious affairs. October returns show a decrease of \$613,558 in customs revenue compared with August, 1907. From April to November the customs shortage is now \$9,163,875. Intercolonial deficits are fully \$100,000 a month, and inland revenues are also decreasing. There is no doubt that the revenue for the fall year will be \$15,000,000 to \$20,000,000 larger than last year.

MANY WARNINGS.

The manager of the Bank of Montreal has seriously laid the case before the Prime Minister, who says he will keep down expenses so far as possible. But Sir Wilfrid has no kind of idea how it is to be done. The one thing possible is to repudiate all the election promises and to cut down the estimates of next session to the smallest point. Then we shall see how Laurier finishes his work.

Meanwhile the recent Fielding loan does not appear to have been a success. It was mostly taken by large underwriters, as a matter of necessity, because investors did not bid for it.

BETTER TERMS FOR THE G. T. P.

The report that the Grand Trunk and G. T. Pacific companies are to ask for a new deal is evidently well based. In what form the relief may be required is not known, but the company is face to face with the fact that the Eastern section will cost three times the amount first estimated by the government. If the Winnipeg Monoton section costs \$1,800,000, the annual rental payable to the government will be nearly three times the sum expected when the cost was placed at \$52,000,000. Where is the additional \$3,000,000. Where is the addition

al \$3,000,000 a year to come from? No Canadian railway running through a well settled country has a surplus large enough to pay the rental of \$2 500 per mile, and the Transcontinental must depend wholly upon through traffic. It is absolutely certain that the G. T. P. will not pay the rental. But the G. T. P. company has no other income, and the old Grand Trunk company will not put up the money. There is no one to fill the gap but the Canadian taxpayer.

It is useless to say that the company will be bound by the contract. It was bound by the contract in 1903, but broke it in 1904 and got a new one, adding many millions to the government guarantee and giving up the government first mortgage on the railway.

If the company shall now demand a new deal, it has pulled enough to get it, especially when the company proves that a large part of the extra cost is due to rate-off by contractors, and by persons who have sold land and supplies to the government.

FIVE PER CENT TAKE-OFF.

On the first day's enquiry by Judge Cassele at Quebec, a large contractor testified that he paid five per cent commission to the local agent of the Marine Department on sales made to the government. J J Murphy received from the Marine Department in five years, ending in 1908, \$43,400. He paid the government agent in all \$3,303.98, which is considerably more than five per cent on the sales. The contractor admitted that he came out of the affair very well, as he sold to the government at something higher than retail price. He also paid \$645 to the government yard foreman, who took delivery of the brick, cement, lumber and other supplies furnished by Murphy. W R Blackiston, sail maker, who receives about \$3,000 a year for services and supplies to the Marine Department, swore that he regularly paid five per cent commission to the government agents. So it would appear to be the custom of the port.

THE DEFENCE.

At Quebec Senator Choquette, government campaign organizer for the district, appeared as counsel for the Marine Department agent, St Gregory. He admitted the receipt of the commission, but contended that the agent paid the contractors money down, and waited sometimes thirty or more days for the government to send the cheque. The commission was simply an interest charge for money advanced. It is pointed out that banks would discount a claim on the government at the rate of six per cent a year, and therefore five per cent per month was rather high. An accepted claim on the government ought to be worth more than 95 cents on the dollar. Judge Cassele declared that the whole proceeding was inexecutable. But the Commissioner has long since got past being surprised at evidence of rake-off.

A COMPARISON.

Premier Whitney, speaking at St John's some of these matters, recalled the remark of Lord Clive, that when he remembered the opportunities he had of getting plunder in India, he was "surprised at his own moderation." That must be the feeling of the Quebec agent when he reads of the ten per cent rake off at St John on \$360,000 worth of dredging, all in less than two years, by a middleman who paid no money and made no advances.

Nothing succeeds like success. Let us hope that Mr. Mathieson and his supporters will be enabled to break the school book combine which keeps prices up here.

New Orleans, November 12th.—Heavy price in human life was paid for the errors of railroad trainmen when the Great Northern Express crashed into the rear of the New Orleans train at Little Woods station, twelve miles from New Orleans. Eleven dead and many more injured, some fatally, are the record of the wreck, which was attended by unusually gruesome scenes in the foggy swamps of the Lake shore.

To add to the horror of the situation the wreck caught fire and only the heroic work of the surviving passengers prevented the cremation of those pinned in the debris.

St. John's, Nfld, November 12.—Captain Chalker of the fishing schooner Pilot, Conception Bay, said while fishing in Murgford Bay, Northern Labrador, in August, he started overland across the Cape to Black Duck Bay, three miles distant and came upon graves surrounded by a cross bearing the inscription "Andre Ansty, Nov. 7, 1897."

The lettering was very faint. Chalker did not disturb the grave nor discover any documents and does not know who is buried there. He is positive the first word was spelled "Andre" and not "Andree." Possibly this may be the grave of the famous explorer.

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This season the coats are nearly all three quarter length and either semi or tight fitting in the back.



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In both Tweed and plain Beaver Cloths, \$5.75, \$6.50, \$7.25, etc.

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When you leave your order here we guarantee a better fit, better work, and more style than you can get elsewhere, and we don't charge any more for our work than you pay for the ordinary kind. You can save money by buying Tailor-Made Clothes, and there is no better Tailor Made Clothes than the kind we make.



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June 12, 1907.