

THE HERALD

WEDNESDAY, MAY 27th, 1903. SUBSCRIPTION—\$1.00 A YEAR, PUBLISHED EVERY WEDNESDAY JAMES MCISAAC, Editor & Proprietor

Subscriptions for 1902 and previous years are now overdue; and subscriptions for 1903 are now payable. Our friends will please bear these facts in mind

Interest on the Provincial Debt.

In our last issue we showed how our Provincial Liberal Government falsified all the promises made by them when they took office regarding exemption from taxation and the equalizing of revenue and expenditure. We showed that instead of revenue and expenditure meeting they have in twelve years sunk the Province almost \$700,000 in debt; and that instead of saving off taxation they have in nine years collected from the people about \$500,000 in taxes of different kinds. While their expenditures were absorbing these taxes, as well as all other sources of revenue, the Government were making leeway at the rate of over \$48,000 a year. These annually recurring deficits have now, as we have shown piled up the Provincial debt to almost, if not quite \$700,000. The Provincial debt, like other debts bears interest, and as the debt has accumulated the annual interest charge has increased in like proportion, until it has now reached something in the vicinity of \$28,000. Let our readers reflect for a moment on this very serious phase of our Provincial finances. The annual interest charge has increased during the twelve years the Grits have been in office, from less than \$3,000 to almost \$28,000. Our readers will see that this interest of itself is a heavy drain on the revenue, and gobbles up almost the whole of the additional \$30,000 subsidy recently placed to our credit at Ottawa. What is the goal of having our subsidy increased if the increase is to be absorbed in paying interest? The public accounts for 1902 did not show the full amount paid in interest during that year. Evidently there was here an attempt to throw dust in the peoples' eyes in order to prevent them from seeing the Government's deception and mal-administration in all their deformity. The public accounts for 1901 placed the interest at \$24,803.62. But the public accounts for 1902 showed that the Provincial debt had increased in that year \$12,122.11 over what it was in 1901, and yet the accounts for 1902, set down the interest as less than it was in the previous year, placing it at \$24,881.91. A comparison of these figures shows on their very face that an attempt was made to deceive the people in the matter of interest on the Provincial debt. It is quite impossible that the debt should increase and the interest decrease at the same time. Premier Peters in his budget speech last year, estimated the interest at \$26,500, and he was, no doubt, under the mark. But this year he took great credit to himself and his Government for having paid less interest than estimated and less than last year. The statement was so glaringly ridiculous and misleading, as to arouse the suspicions of the Opposition. A portion of the debt of the Province at the end of last year was made up of temporary loans set down at \$174,247.40. During the course of the budget discussion, Mr Mathieson asked the Leader of the Government how much interest was due and unpaid on these loans. At first, the Premier treated this question very lightly and would give no information, simply stating that the interest was not calculated till the principal was demanded; consequently it was not due till then. Anyone will readily see that this was no answer at all. If your neighbor lends you one hundred dollars at 5 per cent. interest per annum, you certainly owe him at the end of the year five dollars interest in addition to the principle, no matter whether or not he demands it. That is just the position of the Government in the matter of the temporary loans. The interest due on these loans at the end of each year is a charge against the Province, no matter whether or not it is demanded by the lender. Mr. Mathieson persisted in his demand for information on this point, and the Leader of the Government, evidently finding his position absolutely unten-

able, at last brought down some information. From this return it was found that interest to the amount of \$1,225 was due on these loans for last year. This threw some light on the mystery of an increase of debt and a decrease of interest; but did not clear the matter up by any means. Mr Mathieson made a calculation from such data as was furnished, showing that the accumulated unpaid interest on these loans for past years must amount to at least \$2,500. That would bring the interest charge for last year up to \$27,986, almost \$28,000 or within \$2,000 of the \$30,000 recently added to our subsidy from Ottawa. These figures very probably pretty fairly represent the interest charge on the debt of this Province for the year 1902. Is it possible the people can any longer have confidence in a Government that tries to deceive them as has been attempted in this matter of interest alone? Surely the electors of this Province now see that the Government has deceived them on every point. On the question of debt, taxes and interest they have falsified their promises and led the people astray. Are they worthy of further confidence?

Ottawa Weekly Letter.

THE WEEK IN PARLIAMENT. Parliament adjourned on Wednesday night until Tuesday, the 26th, on account of the statutory public holidays.

The practice of Dominion civil servants running as Liberal candidates in the Manitoba provincial elections was brought to the notice of the government. Sir Wilfrid Laurier was asked to carry out his promises of 1896, by which he stands pledged to dismiss political partisans. The Premier refused and secured the defeat of a resolution condemning such conduct on the part of public officials.

A large number of private bills were passed. The anti-cigarette bill was forced out of parliament at the instance of the government. An insolvency bill introduced by Mr. F. D. Monk, and supported by almost every board of trade in Canada, was also defeated by a government vote.

The government, as a result of strong condemnation from the opposition, have promised to investigate the jobs arising out of the concessions granted to favored individuals in the Yukon.

WEST IS BEING WELL SERVED.

Liberal members of Parliament from the Northwest Territories never lose an opportunity to misrepresent the Canadian Pacific Railway, the great national highway which has done so much to make Canada what she is to-day. Foundationless charges are made for the purpose of establishing against the railway a neglect of our Western population. The hard, cold figures covering the handling of freight by the Canadian Pacific entirely disproves the slanders aimed at it. In 1901 up to June 30th, 2,383,633,945 tons of freight were hauled one mile; in 1902, 3,247,922, 167 tons were hauled one mile; and in 1903 to June 30th, it is estimated the road will have hauled 3,788,632,649 one mile. The increase in the number of barrels of flour carried 1902 over 1901 was 31.87 per cent, and in 1903 over 1902 it was 36.42 per cent. Greater even was the increase in the number of bushels of grain carried; the figures showing an advance of 60.10 per cent. in 1902 over 1901; and the very remarkable—the abnormal— increase of 97.34 per cent. in 1903 over 1902.

In rolling stock the company has made large additions during the past two years, as the following figures will show:

Table with 2 columns: Item, 1901, 1903, Increase. Freight and cattle cars, 21,932, 29,396, 34 p. c. Locomotives, 629, 657, 24 p. c.

It must be remembered, too, that the rolling stock recently added is of far larger capacity than that formerly commissioned and calculated on this basis the increase of car accommodation is 57 per cent. With the Hochelaga shops completed, the company will be able to meet its obligations to even a greater extent, and there is no need to fear for the future of the West so far as the Canadian Pacific is concerned.

The agitation in this matter is senseless and unnecessary. It can only result in injury to the

West through the spreading of stories which will deter settlers from taking up land. The whole world is at a loss to meet its transportation requirements at present, but the Canadian Pacific has managed to keep well to the fore by its earnest efforts to supply a first class freight service.

WHAT WE GAVE AND RECEIVED

The Treadgold concessions, which covers so much valuable land in the richest gold fields of Canada, have resulted in many advantages to the concessionaires and the reverse for the country. Hon. CHIEF Sifton has succeeded in parting with some of the most valuable franchises included in the Crown domain and which can only be assigned by consent of Parliament. Among the good things handed over to Mr Treadgold and his associates were:

- 350 square miles of territory. 250,000 square acres. \$20,000 a day earned now. \$320,000 a month earned now. \$3,120,000 earned in six months. \$10,000,000 earned in three years. 3,800 relocations in 1901. -3,700 renewals last year. That is a pretty good thing to place in the market, particularly as the concessionaires paid nothing for it. Looking at Canada's side of the account the outlook is not so promising. This is what the people get:

GOVERNMENT FAVOR CIGARETTES.

On April 1st, Mr. Robert Bickerdike, M. P. St. Lawrence Division, Montreal, introduced a resolution favoring prohibition of the manufacture, importation and sale of cigarettes in this country. The House of Commons gave its almost unanimous support to the sentiment, and the prospect of a bill incorporating the principles set forth were extremely bright. Sir Wilfrid Laurier was among those who voted against the bill. Instead of accepting this general opinion for his guidance and introducing a government measure along the lines suggested by Mr Bickerdike, the Premier laid himself out to kill the agitation in its favor. Mr. Bickerdike, on his own responsibility, introduced a bill giving his resolution the effect of law. Sir Wilfrid was not beaten so easily and the Speaker of the house ruled the bill out of order, because it had not been considered by the house in committee of the whole. It was a mere technicality which might have been avoided had Mr Bickerdike been previously advised by the government. Instead of this he was led into a trap—fatal to a law which met with such hearty support.

CONFIDENCE IN CANADIAN LABOR.

The calibre of Liberal politicians cannot be better illustrated than by making a reference to a deliberate attempt on their part to make it appear that Mr. W. R. Brock, the Conservative member for Centre Toronto, is bitterly opposed to labor unions and labor. Mr Brock's record shows that he is the friend of the Canadian workman. He is one of the largest employers of labor in the country and has never had a strike of serious dimensions in any of his works. At the Hespeler woolen mills, where 500 hands are maintained by Mr. Brock, a strike was settled in twelve hours, and if such good judgment were exercised in all cases there would be fewer labor disputes. Mr Brock does object to lawlessness on the part of unorganized mobs who make strikes an excuse for violence. He is also opposed to foreign professional labor agitators, but pins his faith to the good sense of Canadian workmen, who, if left to themselves, are reasonable enough. Mr Brock wants the "Canada for Canadians" spirit to govern our labor as well as other great interests.

CONSERVATIVE POLICY JUSTIFIED.

Hon. Joseph Chamberlain has given an emphatic support to mutual preferential trade between Great Britain and the colonies, thus justifying the policy of the Conservative party. Mr. R. L. Borden, the leader of the opposition made the following statement of his party's position in regard to the important message: "Mr. Chamberlain's utterance, although important and significant, is not unexpected. For ten years the Conservative party in this country has been fighting the battle of preferential trade within the empire. Going out of power in 1896 we nevertheless continued to advocate that policy as one calculated not only to develop our resources within the empire, but to bind more closely together by the firm ties of closer commercial intercourse all parts of His Majesty's dominions. Our policy, as laid down in 1900, was as follows: 'This house is of the opinion that a system of mutual trade preference between Great Britain and Ireland and the colonies would greatly stimulate increased production in and commerce between these countries and would thus promote and maintain the unity of the empire; and that no measure of preference which falls short of the complete realization of such a policy should be considered as final or satisfactory.'

"This policy has since been affirmed by resolutions which have been subsequently proposed in the house of commons on several occasions. "All such resolutions met defeat at the hands of the Liberal party, because the leaders of that party in Canada up to a year ago could never be persuaded that the realization of such a policy was more than a dream. Happily they are now enabled to see more clearly, so that all parties in Canada at the present time seem united not only in affirming the wisdom but the practicability of the great policy of inter imperial trade. "Those who set their faces against imperial preferential trade and who also believe that Canada should base

her fiscal policy upon free trade ideals, little realize that the adoption of such views by this country would undoubtedly result in its commercial and political absorption by the great neighboring republic."

WHY EXEMPT THE INTERCOLONIAL?

Hon A G Blair's railway commission bill will not apply to the Intercolonial Railway. Why the Government road should be made an exception is not clear. It is to say the worst managed public highway in Canada, and is little more than a political machine, costing millions of dollars each year. Its freight patrons at the present time are greatly dissatisfied with the prevailing local rates, but they have no redress. The alleged surplus earned by the road in 1902, and the rapidly increasing business are offered to Mr Blair as good reason for reducing freight. The Minister of Railways fully appreciates the emptiness of the surplus argument and is compelled to keep his rates as high as possible. To have a commission interfere with his charges would be to prevent the intercolonial from discharging its political functions. With Mr Blair afraid of his own tribunal, the railways of the country can hardly be expected to go into raptures over it. If the public interests will be best served by a railway commission, then the intercolonial should not be excluded from its advantages. Mr Blair should be consistent.

RUNNING UP THE COST OF LIVING.

Since 1896 the Liberal government by its most extravagant system has caused the expenditure to go up by leaps and bounds. Reduced to a per capita basis it shows that in 1902 every man, woman and child in Canada was called upon to pay \$3.60 more than in 1896. For the average family this means an additional living charge of \$8 per annum. And what has resulted from this load up of the people? An investigation of the public accounts reveals nothing that suggests the need of this great increase. No great public works are being carried on, and the moneys are simply worked off in the form of a huge campaign fund. The increases under Liberal rule have been:

Table with 3 columns: Year, Population, Expenditure Per Capita. 1896: 5,070,000, \$41,702,883, \$8.22. 1897: 5,120,000, 42,972,750, 8.39. 1898: 5,175,000, 45,324,281, 8.76. 1899: 5,230,000, 51,242,635, 9.76. 1900: 5,285,000, 55,717,467, 9.98. 1901: 5,340,000, 67,982,865, 10.83. 1902: 5,500,000, 63,970,780, 11.82.

THE ANCIENT COLONY.

The Newfoundland Legislature closed Thursday, Governor Sir Cavendish Boyle, in his speech from the Throne, congratulated the Colony on the prosperity in all its branches of industry. Sir Robert Bond, Premier, is seriously ill, and was unable to be present. It is understood in official circles that the Bond-Hay Treaty negotiations will be revived next fall, prior to the reassembling of Congress at Washington, as Premier Bond is said to have received a favorable communication from a prominent American statesman.

DEFAULTER CAPTURED.

After a long chase to St. John and from there to Los Angeles, Chas F. MacDermot, Chief of Police for Woburn Mass., arrested there recently Ernest Whelpley, formerly local Supt for the Prudential Life Insurance Co., who is charged with misappropriating the funds of his employers. Whelpley was appointed Supt. here on January 1st. On April fifteenth he disappeared leaving an alleged shortage in his accounts of from seven hundred to eight hundred dollars. The Company traced him to St. John his former home, but before they could place him under arrest he left for the Western States and was finally located in Los Angeles.

BAD RAILWAY ACCIDENT.

A rear end collision occurred between two freight trains on the Michigan Central a mile from Perry Station, Ont., Saturday morning 16th, and Engineer William McIntyre, of St. Thomas, lost his life. Fireman Robinson sustained injury to a foot, and a cattle driver was probably more seriously hurt. The dead engineer overlooked the signal board that was turned against his train and crashed with unslackened speed into a van, to which a passenger coach with several drovers, was attached. These two cars, together with two cattle cars and eight cars of beef, on the rear train, were piled in a heap and the wreckage took fire from the engine. The flames continued unchecked until the pile was consumed, when the work of clearing the tracks began. Engineer McIntyre's charred remains were found in the skeleton cab of his destroyed engine. He leaves a widow and five children and was 62 years of age. The loss will be heavy.

FIRE AT ST. HYACINTHE

A conflagration happened at noon Wednesday which destroyed the larger part of the city of St. Hyacinthe, Q. It covers the same area as the great fire of 1887 fire. It broke out in the shoe factory. Nobody knew how it started. It is said there was a blaze at the same place last Sunday. Next door to the right is the sash and door factory of L. H. Martin. It was not touched, the wind blowing in the opposite direction. The shoe factory is valued at \$75,000. It gave employment to 140 people. After the wall of this place had fallen, a score of wooden dwellings were fiercely blazing. It was hoped for a long time the fire could be kept away from the fine block of stores facing the market building. Just as the train from Montreal pulled into the station it was attacked from behind. The Frontenac Hotel, Union Hotel and Ottawa Hotel all took fire at once. Some two hundred buildings are destroyed. Loss \$200,000; insurance \$160,000.

New Hats. We are pleased to say that never have we shown such a range of felt hats in hard and soft, in every price you want from 50 to \$3.00 and every price the lowest, also a job lot for 25c each. J. B. McDonald and Co.

C. M. B. A.

A new Branch of the C. M. B. A. was instituted in the church at Little Pond, on Tuesday evening the 11th inst., by Rev. J. C. McMillan, D. D., Grand Deputy of the C. M. B. A. for this Province. He was assisted in the work of organization by Rev. D. J. G. McDonald, P. P. The Grand Deputy delivered an interesting and instructive address on the aims and purposes of the organization, and instructed the members of the new Branch in their duties and obligations. Following is the list of officers: President, J. E. McDonald; 1st. Vice President, Jas. Andrew McDonald; 2nd. do, William Fisher; Rec. Sec. Alex. G. McDonald, Asst. Secy. Stephen Steele, Fin. Secy. A. D. McDonald; Treas. Joseph K. McDonald; Acting Chancellor, George McDonald; Marshal, James F. McDonald; Guard, Allen W. Steele; Trustees; Alex. McDonald, Stephen Steele, Jas. A. McDonald, J. F. McDonald, and A. V. McInnis. The meetings will be held on the 1st and 3rd. Monday of each month.

Minard's Liniment the best Hair Restorer.

Lobster Boat Found.

Found on the 14th inst., a few miles off Tracadie Harbor, a two-sail lobster-fishing boat. The owner can have the same by proving property and paying expenses. Apply to JOHN W. McDONALD, Grand Tracadie, P. E. I. May 27, 1903—t

Turnip Seed

200 lbs of Hazard's Improved has been placed with us by Mr. Allan Stewart of St. Peter's Road. Any person needing this excellent seed will do well to call at our store.

JAS. KELLY & Co. May 27, 1903.—4i.

NOTICE.

As our partnership expires in July, and we are making a change in our business, all accounts due Senter McLeod & Co. must be paid at once. After the 1st day of July, 1903, all accounts not paid will be placed in the court for collection.

Senter, McLeod & Co.

James A. MacDonald — P. J. Trainor MacDonald & Trainor, Barristers, Solicitors, etc.

OFFICE—Great George Street, near Bank of Nova Scotia, Charlottetown, P. E. I. MONEY TO LOAN. May 20, 1903.

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