

THE HERALD

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Sessional Notes.

Although three weeks have passed since the Legislative session opened, the budget speech has not yet been delivered and the Government has scarcely entered upon the real business for which they called the Legislature. Apart from routine, asking and answering questions and the advancement of some private bills, the only matter engaging the attention of the House last week was the new road act, or the amendments to the act of 1901.

At that occasion, a regulation was to be effected in road-making of this Province; many thousands of dollars were to be saved to the taxpayers and we were to have better roads than ever before in the history of the Island. Well, the people know what has happened under this wonderful act, and they know what a failure it has been. \$18,969.61 were spent on the roads under this act last year and there is little or nothing to show for this expenditure. From all parts of the Province comes the same cry that the people have received practically nothing for the money which they paid in road tax. It so happened that the season was an exceptionally favorable one and consequently the roads were tolerably passable despite the bungling of the Government and the defects of their road act. The Commissioner of Public Works states that \$11,625 in road tax were collected from the men of the Province last year and \$5,770 as horse tax, making in all \$17,395. All this and nearly \$1,600 more was paid to the contractors, inspectors and other officials; but the roads were practically left to take care of themselves. So great was the failure of this wonderful road act that the Government themselves have become ashamed of it and come to the Legislature this session and introduce amendments to those very portions of the act that were pointed out by the opposition last year to be the most obnoxious and that would be found impracticable in operation. Surely this is the strongest condemnation the act could receive. But whether or not the proposed amendments will be any improvement is quite another question. It looks as if the amendments are simply intended to make the act more of a booting machine than before, while concentrating the modus operandi in the Public Works department.

The principal amendments are, in brief: The contract system is abolished and the work is to be done by road machines in charge of "road makers," to be appointed by the Government and paid out of the Provincial treasury. They are to be subject to the Minister of Public Works. Instead of six inspectors, the amendments to the act provide for the appointment of "fifteen or more inspectors." The road makers are to report to the inspectors and the inspectors to the Commissioner of Public Works. The inspectors are to divide their respective districts into precincts and to appoint an overseer to each precinct. The overseers are to report to the commissioner of Public Works, when immediate attention is required for any repairing of roads or the repair or rebuilding of bridges or culverts. The amendments provide that what cannot be done by the road machine is to be sold at auction by the inspector. The age limit for the payment of road taxes is 60 years instead of 70 as provided for in the act of session; but on the other hand all who have attained the age of 18 years, instead of 21, are liable for road breaking. In this particular the act is amended in accordance with the views expressed by the opposition when it was introduced in 1901. The road tax may be sued for in the county court and a person's goods or chattels may be seized or he may be sent to jail for non-compliance with the provisions of the act, as to the payment of taxes. From this brief outline of the principal amendments of the act, our readers will see that it is practically a new act, so far as its essential features are concerned. We may be very

sure these sweeping changes would not have been made if the Government had considered that the old act would be more to their political advantage than the act amended as proposed.

The opposition severely criticised the conduct of the Government regarding the road act. Mr. Mathieson pointed out that the Commissioner of Public Works and his friends spent a very considerable amount of time in attempting to prove the road act of 1901 was a good one. If that were so, why on earth were they now proposing such sweeping changes in it? Their attitude in this matter was the most illogical possible. He showed that the \$18,000 spent on the roads last year were to a very considerable extent, misspent. Three times the work done on the roads could have been done and should have been performed for the money, or otherwise the work performed should have been done for one third of the money spent. Mr. Mathieson pointed

out that the opposition had pointed out last session the evil effects that must result from the contract system. No one but a Government favorite could possibly hold a contract or a job on the roads. The Government possessed the power under this system, to render it impracticable or impossible for anyone except a political favorite to perform any work to the satisfaction of the inspector. But under the proposed new act matters would be even worse than before. Now all checks are to be removed. Before the act of 1901 was passed the Government made scapegoats of the supervisors and evaded the provisions of the law; but now the door is to be left wide open. The inspectors may be increased at pleasure and the taxes will be increased in proportion. Everyone must pay these taxes or go to jail, and when collected the taxes may be spent without let or hindrance, when, where and how the Government may see fit. Mr. Mathieson took occasion to point out to the Government that he had last session strenuously opposed the taxing of men over 60 years of age and that young men of 18 years might well be required to work. This year the Government acknowledged the wrong course pursued by them a year ago and now propose exempting from the tax over 60, and working all who have reached 18 years. The Government, he said, had flagrantly violated the law. The act of last year required that the Government should give notice to intending tenderers on January 15, but no such notice has been given; no call had been made for tenders in January last. This was a violation of the law. The Government had no right to presume the law would be changed in this particular. What is the use of making laws if they are not to be obeyed?

The criticism of the Government's road legislation was continued by Mr. McLean, who in the first place pointed out the disadvantage under which the opposition labored in not having the report of the Commissioner before them while the discussion was in progress. Had the inspectors' report been presented before the discussion took place, the many and glaring defects of the act could be more easily seen. He pointed out that the contract system as it existed under the act was a great farce. There was nothing to bind the contractor—he had a free hand. No specifications were furnished by the Commissioner, and the Liberals themselves in every district are condemning the Government, as they paid the road tax, but no work of any consequence or in any way adequate to what was paid, had been done on the roads and bridges. The act was particularly defective in having no machinery for preparing the roads for the road machine. The present act would be no better than the last one, of which the most ardent supporter of the Government would not approve. The Leader of the Opposition, Hon. Mr. Gordon, as well as Mr. McLean, declared that intelligent discussion was out of the question before the Commissioner's report had been tabled. The principal advantage claimed for the new act was that under it there would be fifteen inspectors instead of six as before. The people would like to have the roads so that they could travel without difficulty. The people will never be satisfied so long as the plunging up of the roads with road machines at improper seasons is continued. There were loud and continuous complaints of Liberals from all sections of the country. The present act would

not be likely to meet with the approval of the people any more than that of last year. Mr. McKinnon pointed out that the House had insulted the judiciary and the Murray Harbor district in order to maintain their rights; but now the rights of members were violated day after day, as reports that should be furnished them were not forthcoming. The Commissioner had used the inspectors reports at the recent election, but now he had them under lock and key and would not produce them. The Statute Labor, of which the Government complained so strongly, was not done away with, but now the inspector has the right to say who shall perform the labor. The inspectors have now the same work as the supervisors under the act of 1877. Mr. A. J. McDonald contended that the act of last session had been a failure in every way. The season had been unusually favorable, but still the results of the working of the act were ridiculously poor. He was of opinion that the Government's

amendments, were not going to improve matters. As a matter of fact he thought the new act would be worse than the old one. Mr. Arsenault thought the Government should have nothing to do with the appointment of road inspectors and road makers. These should be chosen independently of politics by the people of the respective districts or divisions. Under the new system the Government and their officials would not be in touch with the people who are most deeply interested. Under the Government system the people have nothing to do but pay the taxes imposed. They have no say as to how or when a road shall be repaired. But if the appointment of the road inspectors and road makers were in the hands of the people they would be able to see that the roads were kept in good order and not the best parts repaired and the worst neglected. It was his opinion that the inspectors should note all bad places and report them to the Commissioner of Public Works, who should authorize the inspector to sell such sections by public auction properly advertised. He called attention, in concluding his remarks, to the disgraceful, and in some places all but impassable condition of the Western Road

in 1901, it was \$351,732,482. That is to say during the five years of Liberal rule, the debt has grown \$29,014,896. Mr. Fielding disregarding his capital expenditure is able to show a fictitious surplus, whereas there is a deficit. Here is a correct statement of Canada's finances as taken from the finance minister's report:

Table with 2 columns: Item, Amount. Total Expenditure from 1897 to 1901: \$250,550,000. Total Revenue from 1897 to 1901: \$228,670,960. Total deficit: \$21,879,040.

THE WEEK IN PARLIAMENT. The week saw a division in the Senate on street railway systems, and only one precedent, and that a few days earlier. The Liberals have drawn the political lines hard and fast and with the control of the upper chamber the responsibility of the government increases. The budget debate was continued. Mr. E. F. Clarke, West Toronto; Mr. Robert Johnston, Cardwell, Mr. A. C. Bell, Picton, Mr. Sprague, East Grey; Mr. Kelly, East York; Mr. Hackett, West Prince; and Mr. Richardson, South Grey, pointed out many defects in the administration of Canadian affairs. Sir Richard Cartwright attempted to dispute assertions made by Mr. Bell, to the effect that the records of the country had been falsified by the trade and commerce department. Mr. R. L. Borden replied to the Minister of Trade and Commerce and stated that Sir Richard by his own admission admitted the accusation was correct.

MR. BLAIR'S MANAGEMENT? Mr. Blair's management of the government railway system seems to be the management of the highest order. In the year ending June 30, 1900, the Minister used \$32,000,000 on the inter-colonial. Then came the election of November, 1900, and Mr. Blair bought 1,300,000 ties. Of this number only 500,000 were used, and the remaining 800,000 are lying along the road. The ties were purchased at prices ranging from \$20 to \$25 cents each. No contract was made with any dealer and the ties were supplied in small lots.

THE CHINESE QUESTION. In 1898 Sir Wilfrid Laurier promised to give serious consideration to the objections of British Columbia to the freedom enjoyed by Chinese immigrants. Since that time the leader of the government has had ample time to carry out his pledges. Although he reminded many times since of his duty to British Columbia, the Prime Minister has never been induced to give a straight answer. The Conservatives have challenged the government to safeguard western interests. Hon. Wm. Mulock, the Minister of Labor has been induced to remove an injustice which comes directly in touch with his newest department.

OH! WHAT A PREFERENCE. Last year the rate of duty on all United States goods imported into Canada was 12.5 per cent, and the duty on all British goods was 13.2 per cent. The duty on dutiable imports from the United States was 24.38 per cent, and the duty on dutiable imports from Great Britain 24.74. The preference in favor of Great Britain is consequently only seven-one hundredths of one per cent. The result was that last year trade with Great Britain decreased \$4,719,406, while from the United States, exclusive of coin and bullion, we imported \$762,733 worth more goods than ever before. At the same time, exclusive of coin and bullion, our exports to the United States were \$639,150 less than in 1900. The gain of the United States over the Motherland in Canadian markets last year was \$10,784,831. And this is the kind of preference that the Liberal party supports.

THOSE LARGE INCREASES. The Government has not only increased the expenditure of almost every department, the funds for which are supplied from consolidated account, but they have added greatly to the cost of conducting branches, the expenses of which are chargeable to collection. Here are a few such increases in 1901 as compared with 1900: Customs: \$227,485. Dominion Lands: 15,269. Inspection of Ships: 12,259. Post Office: 296,435. Public Works: 119,349. Railways and Canals: 2,551,735. Trade and Commerce: 32,236. It will be noticed that Sir Richard Cartwright has succeeded in adding \$2,290 to his expenses. It is well to remember that the Knight of Oxford, during the days of opposition, denounced the minister of Trade and Commerce as a person quite unnecessary for the good government of this

country. Trade and commerce in those days cost many times less than at present.

A BUREAUCRAT AND A GENT. Hon. W. S. Fielding is responsible for the statement, that in 1898, the duties levied on imports amounted to 18.28 per cent, and that in 1901, they were 16.06 per cent. This reduction of 2.22 per cent includes the alleged preference to Great Britain, without which the decrease would be even more insignificant.

In consequence of lack of space we are obliged to hold over additional comments on the shortcomings of the Government.

Ottawa Weekly Letter.

OTTAWA, March 29th, 1902. CANADA'S AVERAGE DEFICIT. In the course of his budget speech, Hon. W. S. Fielding told parliament that during the five years the Liberal government has been in power, its net surpluses amounted \$19,743,527, on an average yearly surplus of \$3,948,755. This is a most remarkable statement for a minister to make in the face of figures published in his own report, which show that in 1898, the last year of Conservative government, the debt of Canada was \$324,717,838, while at the close of the fiscal year ending June 30th, 1901, it was \$351,732,482. That is to say during the five years of Liberal rule, the debt has grown \$29,014,896.

When the judgements of the Supreme Court of the Transvaal did not suit President Kruger he overruled them and displaced the judge. The Government of Prince Edward Island has followed that precedent as far as it could. It overrules the court, but has no power to dismiss the judge. Bruce, a Government supporter in the Legislature was unseated for corrupt practices by agents, the seat awarded to McKinnon, and the name of nine guilty persons reported. The Government, to save these nine supporters from punishment, illegally refused to accept the judgement and allow it to be entered on the minutes. The Prince Edward Island followers of the Kruger precedent didn't dare to go the length of refusing the seat to McKinnon, and passed a special act for carrying out the finding of the court in respect to that. It is not at all surprising to learn that the Attorney-General of New Brunswick advised the revolutionary course taken by the Island Government to save its corruption gang from punishment. What next?—Chatham World.

THE HERALD'S SCOOP-NET. CONDUCTED BY TOM A. HAWKE. Sunday brought in Easter—and a dirty South-Easter.

Yes, my boy. The Government owns that fountain on Queen Square, and is going to set it seal upon it shortly. Word comes that John D. Rockefeller is dying by inches of incurable stomach trouble. The London, Ont., Advertiser asks: "Now which would be best worth having, \$200,000,000 with an incurable stomach trouble, or a sound working stomach and ten cents in the bank?" I think we should prefer the good stomach, but at the same time wouldn't refuse any little item of money, such as mentioned above, if it were offered.

Housecleaning is the next thing that will be striking terror into the hearts of men. The average man worries more over this subject than he does about the future of South Africa or the destinies of empires. He hates it as he ought to hate sin. This pathetic little ballad will give you an idea why he hates it: Father, dear father, come home with me now, for ma has some carpets to beat; she's got all the furniture out in the yard, from the front door clean out to the street. The stove must come down and be put in the shed, and the yard must be cleared of some grass, for it's time to clean house and the devil's to pay—and the front windows need some new glass. Father, dear father, come home with me now, and bring some bologna and cheese, it's most 12 o'clock and there's nothing to eat—I'm so hungry I'm weak in the knees. All the dinner we'll have will be cold scraps and such, and we'll have to eat standing up, too, for the table and all are out in the back, oh, I wish the housecleaning was through. Father dear father, come home with me now, for ma is mad as a Turk; she says that you're only a lazy old thing, and that she shall put you to work. There's painting to do and paper to hang, and the windows need painting to scrub, for it's housecleaning time and you've got to come home and revel in rags and cold grub.

WHAT IS GASOLINE? 1. A product of petroleum, and the devil. Used for heating, lighting, cooking, power, cleaning, bed bug and foot-killing, rate raising and general extermination. These are a few of the standard uses of the fluid. It is an expansionist in every sense of the word, with a few other senses thrown in for good measure, and its field of usefulness and destructiveness is ever widening. Among its recent undertakings is the propulsion of automobiles. This style of locomotion is said not to be unpleasant to the one propelled, but when it gets under a fellow as it sometimes does, it gives him a swift kick into the unknown beyond it is not joy that he dies of. 2. It's chief fault is its volatility. If it were not for this it would be robbed of its hazard—and, most likely, its usefulness as well. 3. Any one wishing to risk a sudden departure over the gasoline route by harboring on his or her premises must obtain permission from the company writing his or her fire insurance if he or she wishes to leave it as an available asset to his or her estate. 4. Gasoline is a good thing to start a fire with—a big, quick fire.

POLICEMAN Wabber, of Darlington, N. S., lost his life at that place on Monday night. He tripped over a log in the dark and fell over the wharf. He was picked up exhausted and died in a few minutes.

A Great Man Dead. Cecil Rhodes, passed peacefully away at Cape Town on Wednesday last. The immediate cause of his death was two successive attacks of heart failure. His health, however, had been falling for the past two years and his death was no surprise to his friends. At his bedside were Dr. Jameson, Dr. J. W. Smat, the commissioner of public works; Col. Eimhurst Rhodes, director of signalling of the South African field force; and Mr. Watson, a member of the assembly of Fort Elizabeth. Mr. Rhodes' last words were the name of his brother and some of the others present, which were meant to be good-byes. All his boys and personal servants were admitted to the last.

The greatest figure in South African affairs has undoubtedly been Cecil Rhodes. When in 1871 Cecil Rhodes left for the Cape, he was obliged to leave college, he consulted a physician, who told him he must go to a milder climate. He was a methodical old doctor and in his private memorandum of the case, he wrote as a footnote, "Cannot live six months." He was a thin-faced, lanky lad of eighteen years, with dull eyes. His countenance did not suggest intelligence, and indicated nothing of force. This was about 30 years ago. Up to a few weeks ago he was the diamond king of the world.

king, the railroad builder, the multi-millionaire among multi-millionaires. In his public capacity he was the founder of a vast empire, a statesman who, in Gladstone's time, was counted second only to the Grand Old Man himself. Referring to Rhodes as a railroad builder, one of the greatest achievements of modern times, the Cape to Cairo railway is due to his genius and perseverance. In ten years time, it is calculated the road will be completed and ready to carry the mails from Cairo to the Cape. The cost of the whole line is estimated at \$125,000,000. But as over \$3,000 miles are at present constructed, the total required for the central section will not exceed \$75,000,000.

Rhodes was born in Hertfordshire, England, in 1833. He amassed a fortune in the diamond fields of Kimberley and became a member of the Cape ministry in 1884, and prime minister of Cape Colony in 1890, and was the ruling spirit in the extension of British influence to the Zambesi and Nyassaland, and was the leader of the party which aims at a federation and the independence of South African states. Earl Grey, in sailing for England, said, in contemplating the result of Rhodes' death: "A great genius goes out with Rhodes; thus his work will go forward in some ways far more smoothly perhaps, because he had inevitably aroused great antagonisms; but we shall not see his like again, and his passing will for me and others take rich color from our lives. Other nations, he once said to me, will pursue peace; but the two great English speaking nations stand on either side of the world." Lord Grey concluded by saying: "When his will is read it will be known with what intention Rhodes, who never wasted a precious moment on pleasure or self-indulgence, had collected a great modern fortune."

The coffin containing the body of Cecil Rhodes will be conveyed to the parliamentary buildings, Cape Town, on April 3, and will lie in state till three in the afternoon, when it will be removed to the Anglican cathedral, where the first portion of the burial service will be read. Thence the coffin will be taken by special train to Balmway, stopping for a short time at Kimberley. The coffin, during the funeral procession at Cape Town, will be carried on the gun carriage of "Long Cecil," the famous gun used at the siege of Kimberley. The London Daily Mail says it is in a position to state that the late Cecil Rhodes left the bulk of his fortune, outside of some personal and family bequests, to the promotion of his vast imperial plan of education. The project embraces every land where the Union Jack flies. The purpose is the intellectual betterment of the British race throughout the world and the fostering of the imperial sentiment. The Daily Mail adds that this idea of better fitting "younger Britain" to cope successfully with rival nationalities was long a dominant theme with Cecil Rhodes, but that even his closest friends little imagined the absorbing hold it obtained upon him until this was disclosed by the terms of his will. The details of this plan of education will be made public in a few days.

DIED At Hope River, on March 18th, inst., Elizabeth O'Brien, relict of the late Edwin Trainor, aged 66 years. R. I. P. At Fort Augusta, on March 21st, Margaret K. L. L. beloved daughter of Patrick and Barbara Sherry, aged two and a half months. R. I. P. At the residence of Ronald McDonald, Glenora, on March 22nd, Catherine McDonald wife of the late Angus McDonald, in the 75th year of her age. May she rest in peace. In this city on the 26th, ult. Margaret beloved wife of James Bradley in the 40th, year of her age, leaving a disconsolate husband, two sons and two daughters to mourn. May her soul rest in peace. At Georgetown, on Thursday the 27th ult., of tuberculosis, after an illness of seven months, Reginald A. McDonald, youngest son of Alexander J. and Catherine Macdonald, aged 21 years. R. I. P. In this city on the 27th ult. John Egan aged 60 years. R. I. P. At Millnoe, April 1st, Thomas Hughes, in the 78th year of his age. May his soul rest in peace. The concert in the Opera House on Monday evening last, in aid of the Charlotetown Hospital was an eminent success. The crowds that presented themselves were so great that many were unable to obtain even standing room or enter the building at all.

A TORONTO despatch of the 1st inst., says: Both parties here are actively organizing for the Provincial election likely to take place in May. The Government organs announce the probable retirement of Sir William Boring, Chief Justice of Canada. Sam Black's name is mentioned as that of a man likely to succeed him.

Canadian Pacific Railway Commencing March 1st, and until April 30th, 1902. Special Colonist To No Rates. and North Pacific Coast ERO Kootenay Points. M MONCTON, N. B. Nelson, B. C. Trail, B. C. Roseland, B. C. Greenwood, B. C. Midway, B. C. Vancouver, B. C. Victoria, B. C. New Westminster, B. C. Seattle & Tacoma, Wash. Portland, Ore. Proportions rates from and to other points. Also rates to points in Colorado, Idaho, Utah, Montana and Washington. For further particulars call on W. C. KENNEDY, Charlotetown, or write to C. E. FOSTER, D. P. A., C. P. R., St. John, N. B.

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