

THE HERALD

WEDNESDAY, JULY 13th, 1904. SUBSCRIPTION—\$1.00 A YEAR, PUBLISHED EVERY WEDNESDAY JAMES McISAAC, Editor & Proprietor.

At a large and enthusiastic convention of the Liberal-Conservatives of the first district of Queen's County held at Bradalbane on Saturday last, William Campbell, Esq., Sea View, and Donald Nicholson, of Charlottetown, were unanimously nominated as Councillor and Assemblyman candidates, respectively, to contest the district in opposition to the Government at the forthcoming general Provincial election. The choice of the candidates was made amidst the greatest enthusiasm, and with the unanimous concurrence of all present. This augurs well for Conservative success when the election campaign comes on. The district is to be congratulated on the choice it has made. Mr. Campbell is an old war horse who has fought many battles and upheld the Conservative banner on many a stubbornly contested field. He needs no introduction; he is well known to all Conservatives within and without the district. In Mr. Nicholson the Conservatives of the first district have a first-class man. He is a successful business man; he is quite conversant with public questions, and understands the condition of our Provincial finances. He knows the people have been robbed and deceived, and may be depended upon to do his utmost to right the peoples' wrongs. Campbell and Nicholson will give a good account of themselves when the battle is called on.

Up to the present time practically nothing has been done towards the completion of the Hillsborough Bridge. All these month's best adopted for such work, have been allowed to pass without anything being done, and even should the work go on now it will be impossible to complete it before the setting in of winter. Has the work been delayed to suit the exigencies of the political party in power; is the progress of the undertaking to be regulated by the date of the Federal elections? With the party now in power the proper expenditure of the public money; the public requirements of the people count for nothing. Political expediency is everything; all operations of public works and all expenditures of the peoples money are regulated with the sole object of gaining votes. The requirements of the people and the benefit to the public generally count for nothing. Is it not time for a change?

Our Ottawa Letter.

"It is for the people to decide. Let them determine whether Canada shall have a Government owned railway or a railway owned Government." Mr. R. L. Borden, announcing the Conservative policy of Government railway ownership.

THE WEEK IN PARLIAMENT.

Practically the entire week in Parliament was devoted to supply. The Minister of Railways made the customary financial statement. It showed that for the 10 months of the past fiscal year, ending June 30th, 1904, the receipts on the Intercolonial had been \$5,287,521, a decrease of some thousands of dollars. The maintenance expenditure was \$5,885,294, a very large increase. The deficit amounts to \$547,773. This is an appalling showing on a road which has been so greatly improved during the past few years.

The opposition was able to show that in the bye-election last winter in Guysboro, employees of the Government railway were engaged in electioneering, instead of attending to their business. Mr. Emmerson defended their course. He further laid down the policy that only Liberals recommended by Liberal members of Parliament should be engaged on the road. This decision was commended by Hon. Messrs Fielding and Mulock, who expressed the view that the interests of the party in power and not those of the railway should be first considered. This line of action, it was stated, will be followed in the appointment of judges and all officers of the Government.

Mr. Emmerson showed a woeful lack of knowledge as to the affairs of his department and was unable to supply information on many important questions.

It was proved that the Intercolonial was largely overmanned and that this, in a very great

measure, was responsible for the large deficit of the past year. When the estimates of the Minister of Trade and Commerce were taken up, the minister was unable to announce any progress in the establishment of a fast Atlantic service. It was pointed out that the Government was now paying in subsidies, an amount equal to 2 of that which they were asked to pay for a fast line in 1897.

THE DEFICIT EXPLAINED.

The Minister of Railways has been forced to announce a deficit on the Intercolonial Railway, for the ten months ending April 30th, of \$547,773. This will be largely increased when the full statement for the fiscal year closed on June 30th is brought down. It is an astounding statement in the face of the great improvements that have been made on the Intercolonial during the past few years. Grades have been reduced and the cost of working the road per train mile has been lessened materially. But in spite of this the Minister of Railways tells the people of the country, in a sort of boastful way, that he has been sending the road on the down grade at a tremendous rate. What is the explanation of this? It is not far to seek. Mr. Emmerson is a firm believer in the spoils system. He thinks the Intercolonial was never intended as a commercial road and boldly says that it is to be regarded as a promised land for Liberals who may be out of jobs. He declares that so long as the Liberal party is in control of this valuable asset, its employees are to have one qualification, and only one, the recommendation of a Liberal member of Parliament, who may be dependent on Intercolonial employes for election. This is a principal which is to be maintained at a cost of millions of dollars to the electors. Mr. Emmerson declared that the future would reveal the true value of the Intercolonial to the Canadian public. But is it to have a political or a commercial value? Is the Government to stoop so low as to concern itself with the appointment of every laborer or trackman that may be required along its entire length? Surely this is unworthy of men who are to prevail in the destiny of this vast inheritance of ours. Let it be hoped that the best minds of Canada will not descend to the level of such an outrageous doctrine.

EMMERSON A WEAK SPOT.

Hon. H. R. Emmerson has not cut a particularly brilliant figure since he entered the cabinet, but he added much to this record the other day, when he attempted to explain to the Commons the details of the expenditure on the Intercolonial Railway, and canals for the fiscal year, amounting to \$12,742,474. It will be remembered that when the amendments were made to the original Grand Trunk Pacific bill, Mr. Emmerson was ignored. All he was asked to do was to sign the new contract, as to the terms of which he was absolutely ignorant. But he did as he was told. Then came the discussion of the measure in Parliament and again the Minister of Railways made himself scarce until the final minutes of the debate. The country looked on with amazement, and wondered what manner of man had been selected for the important post. Well might it? But the reason is now an open secret. Mr. Emmerson knows as little or less of railways than Sir Wilfrid Laurier. His first presentation of the estimates of his department was ghastly in its incompetence. The minister had evidently been handed certain facts and figures by his officers. He mixed them up to the King's taste. He spoke for three hours and throughout his discourse the Commons was almost deserted by even his own followers. It was a humiliating scene, one that has never been equalled for its depressing hours. When Mr. Emmerson finished, the House was as wise as when he began. In the discussion that followed Mr. Emmerson was more remarkable for what he did not know about his department, than for the features of which he was informed. The Laurier cabinet is rapidly weakening. This is due to the presence in it of such men as the present Minister of Railways. He cannot command the respect and attention of his own followers in the Commons. How does the Premier think he will influence the electors? The deluge is at hand and the far sighted statesmen, Messrs Blair and Tarte, escaped it in good time.

TURNING THE LIBERAL MACHINE.

The Guysboro election of last February was one of the rottest triumphs of that disgraceful instrument, the

Liberal machine. It had in it all the methods of the Sullivans, the Vances, the Pritchetts, the Strattons, the Boies, the Jacksons, the Brunets, and the rest of the beelers, who, in all parts of Canada, have labored so assiduously in the interest of the Liberal party. The ways of Preston were cast in the shade. The Government, struck by the remarkable successes of the Conservative party in the elections held a little earlier, decided to win at any cost. They did so. They spent thousands of dollars. They employed public officials from all branches of the Government service to help along the cause. In Parliament, the doings of these gentry were revealed to the Minister of Railways and his associates responsible for their conduct. Names were furnished. But a deaf ear was turned to the complainants. The election manipulators were excused and almost canonized. They have been given to understand that to labor in the service of the Liberal party is a proper and a profitable thing. They may deprive electors of their franchise. They may neglect their public duties. They may corrupt the electorate. They may commit each and every crime against the election law and common decency, but to the Liberal party they are to be commended as the cream of the country. The Liberal machine is being turned, and it looks as if the next election will be conducted by the party on a basis that will place all their past crimes in the shade. The decent element in the life of this country has a duty to perform, and he will be indeed dead to the welfare of Canada, who fails to do his share to rout the forces of corruption that are shortly to be turned loose.

ALARMING INCOMPETENCE.

The Intercolonial railway has always been a source of loss to Canada owing to the political atmosphere which surrounds it. The employment of many more men than are necessary to do its work has added to the cost of operation. The Liberals, after being returned to power, commenced to spend money like water to bring the road up to modern requirements. In the ten months of the year ending April 30th, 1903, the Intercolonial earned \$5,293,639 and expended on maintenance account \$5,288,563. For the ten months ending April 30th, 1904, the Intercolonial earned \$5,287,521 and spent \$5,835,294. This means that the Government railway from Halifax to Montreal has gone back in its earning capacity in the corresponding periods of ten months of the last two years, \$5,118. It shows, too, that it has made a gain in expenditure of \$546,531 for the same periods. The people of Canada have been approached, during the years that have elapsed since 1896, with the plea that the prosperity of the country has been unprecedented. Miles of sidings have been added to the Intercolonial to meet the rapidly growing output of the industries which are springing up along the line. Receipts should therefore show an increase. But what are the facts? The income has actually diminished. This state of affairs can only be attributed to the mismanagement of the acting Minister of Railways, Hon. W. S. Fielding, and the utter incapacity of the present Minister, Hon. H. R. Emmerson. The Intercolonial according to the oft repeated views of Mr. Emmerson, is a money making institution. This can only lead to one conclusion, that the management of those who have succeeded Mr. Blair, who has been described as the ablest railway expert in Canada, has been on the whole abnormally bad. It suggests that the Liberal party has lost its usefulness as a governing body in Canada and it affords another reason for the overthrow of the Laurier regime at the coming elections.

DUNDONALD'S FALL FROM GRACE.

On June 23rd, in the House of Commons, Sir Frederick Borden said of Lord Dundonald:—"And one cannot help trying to understand the mental, not say the moral makeup of the man who, while having this in mind, goes every day to his office, meets his chief day after day, professes him the hand of friendship—professes to write him polite notes, professes to be engaged in full sympathy with him, and occasionally pays him a compliment—I say it is difficult to understand the mental and moral makeup of the man who does that and carries it on, not for days, nor for weeks, but continuously for months. And what is the object which the gentleman states as the justification for this course? Oh, his object was to save not exactly his country, but this benighted country of Canada. He was to be the savior of the country. And one can imagine the stress under which this high minded nobleman, day after day felt impelled to go to his work acting the double part, even though he did it because of the great benefit which he was going to confer on this great country of his temporary adoption. I do not think we need go much further in order, I will not say to understand, but to wonder at, the condition of mind in which such man must have been."

Contrast this with the following tribute Sir Frederick paid to Lord Dundonald in a speech at Montreal on October 22nd, 1903.

"We might congratulate ourselves in this country on having at the head of the military side of the Militia Department a gentleman who understood the importance of all he (Sir Frederick) had said. (Cheers.) He was not only a great warrior, as he had proved in dozen battles (cheers) but he was a man of sound sense and judgment, who was here for the purpose of self-education, not of playing to the gallery and having his name and praises sounded on every possible opportunity, but of developing the material he found into one of the best fighting forces on earth."

The steamer Savoy, Capt. Bolanger, owned by Mr. Messier of Antigonish, Summerside Monday evening taking away 43 head cattle shipped by David Cole, Clifton and Marlock McLeod. 8800 lbs. She had also on board 100 head cattle and some sheep from Souris. The cattle will be pastured at Antigonish for the summer. Before Justice Townsend and Jury in the Supreme Criminal Court at Halifax on the 6th, Henry Boushiller was committed for trial by the County Stipendiary on a charge of murder and infanticide by the Grand Jury for manslaughter. He was subsequently found guilty of manslaughter by the Jury bringing in a recommendation of mercy.

News of the War.

London, July 7.—A Liao Tang correspondent of the Telegraph in a despatch dated one o'clock this morning says a battle is proceeding within five miles from here. From the number of wounded brought in from the mountains, evidently the engagement is a severe one. It is believed that the Japanese are continuing to advance with the object of cutting off Mukden. St. Petersburg, July 7.—An engagement occurred at Taché Kiao during which Russian Cavalry under General Samsonoff supported by a battery of horse artillery dislodged a Japanese force from the heights in the face of heavy machine gun and musketry fire. The Japanese were killed and wounded and inflicted heavy loss. Washington, July 8.—The Japanese Legation has received the following telegram from Tokio: "Admiral Togo reports that on July 5th one gunboat Kaiman while on a special mission in the waters outside Tachen Wan in a dense fog struck a Russian mine and sank. Three officers including Commander Takahashi and nineteen petty officers and men are missing. The rest were saved."

Ta Toke Kiao, July 8.—The Japanese swarmed over mountain crests early Wednesday morning and rushed on Keichow compelling General Chirkoff with the centre Russian vanguard to fall back. The whole brigade of Japanese with masses of cavalry followed and occupied the village of Nanay driving out two companies of Russian infantry and companies of Cossacks who were entrenched there. St. Petersburg, July 9.—Gen. Sakharoff, Commander of the eastern army in a long despatch to the general staff reports that on July 5th, 6th, and 6th, which indicate a general retreat of the Japanese who are being back the Russian posts. Sakharoff says the Russian losses during the fighting on July 6th, have not been ascertained but it is known that two officers and fifteen men were killed or wounded. Tokio, July 9.—After severe fighting Gen. Oku occupied Kai Ping on Friday.

Tokio, July 11.—After severe fighting General Oku occupied Kai Chow on Friday. The occupation of Kai Chow throws Japanese lines clear across Liao Tung Peninsula and from Taku River to Liao Tung Gulf. Kai Chow is about 25 miles south of Tientsin and of the Chinese General Kuroki reported that on Wednesday a detachment of Japanese troops drove off 300 Russian cavalry and occupied Kanchang, the enemy retiring northward. Japanese had no casualties. The Russian losses are unknown. On the afternoon of July 6th, thirteen Russian cavalry attacked Japanese detachment near the north entrance to Fen Shui Pass. The Russians were repulsed and the Japs retained possession of the entrance to the Pass. The Japs had four men killed and three wounded.

LATEST KAI CHOU CAPTURED.

Tokio, July 11.—After three days desperate fighting the Japs occupied Kaicho driving the Russians northward. No particulars of the battle are at hand. Vladivostok July 12.—The British steamer Cheltenham which is captured by the Vladivostok squadron is declared to be a lawful prize. Yu Keou, July 12.—Japanese vessels have been seen off Kaitou. It is believed they are keeping in touch with the advance land forces and the Japanese will take Taché Kiao which is understood to be their objective point though it is thought the landing will be made simultaneously at Yankou.

The Prices.

Table listing various goods and their prices, including Butter, Eggs, Flour, Pork, etc.

CANADIAN PACIFIC

WORLD'S FAIR

ST. LOUIS.

TRAVEL VIA ST. JOHN AND Canadian Pacific Wabash SHORT LINE DIRECT TO THE MAIN GATES. Good Hotel in the Grounds.

THROUGH SLEEPERS!

St. John to Montreal, \$2.40 Montreal to St. Louis, \$6.00 RETURN RATES FROM ST. JOHN. \$30.00 Ticket, Good for 14 Days. \$40.70 Ticket, Good for 30 Days. \$45.00 Ticket, Good to Dec. 15, '04. Send for Descriptive Pamphlets and Time Tables. C. B. FOSTER, D. P. A., C. P. R., ST. JOHN, N. B.

A GRAND Tea Party!

WILL BE HELD AT Fort Augustus, ON JULY 20th, INST.,

On beautiful grounds near the church. Amusements, games, etc., usual on such occasions will be furnished, and refreshment and dancing booths will be provided. The committee will leave nothing undone that could add to the day's enjoyment. Steamship City of London will leave Steam Navigation Wharf at 10 o'clock a.m. for the grounds. July 13th, 1904.

GREAT Discount Sale

OF HIGH GRADE Boots & Shoes

I offer all my stock of foot wear, amounting to \$5,000, at discounts ranging from 10, 15 and 20 per cent. All must be sold. Be quick and get your pick.

CONROY, THE SHOE MAN, Pownal Street and Sunnyside, Charlottetown. A.A. McLean, K. C. & Donald McKinnon, Barristers, Attorneys-at-Law, Brown's Block, Charlottetown. Cheap Printing at the Herald Office.

The Most Nutritious.

Epps's Cocoa

An admirable food, with all its natural qualities intact, fitted to build up and maintain robust health, and to resist winter's extreme cold. Sold in 7.4 lb. tins, labelled JAMES EPPS & Co., Ltd., Home-Chemists, London, England.

Epps's Cocoa

Giving Strength & Vigor. Nov. 15, 1903.

GRAND Scottish Gathering.

The Annual Scottish Gathering of the Clans, under the auspices of the Caledonian Club of P. E. Island, will be held on the Driving Park Grounds AT SUMMERSIDE

On Wednesday, the 20th of July. Following are the train arrangements:

REGULAR TRAIN.

Table with columns: STATION, TRAIN DEPARTS, FARE. Lists stations like Tignish, Alberton, Elmsdale, etc.

SPECIAL TRAIN.

Table with columns: STATION, TRAIN DEPARTS, FARE. Lists stations like Charlottetown, Royalty Junction, etc.

Returning leave Summerside for Charlottetown at 6.10 p. m., and for Tignish at 7 p. m. From Stations east of Royalty Junction one way first-class fare to Royalty Junction added to special fare from there to Summerside, good going by regular morning train and special train on July 20th, good to return July 21st, 1904, and at one way first-class fare to Summerside by regular trains on July 19th, good to return on July 21st, 1904. For prize lists and full particulars see programme. ALEX. McDONALD, Sec'y Games Committee. DAVID SMALL, President. June 29th, 1904—31



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On Wednesday, the 20th of July. Following are the train arrangements:

REGULAR TRAIN.

Table with columns: STATION, TRAIN DEPARTS, FARE. Lists stations like Tignish, Alberton, Elmsdale, etc.

SPECIAL TRAIN.

Table with columns: STATION, TRAIN DEPARTS, FARE. Lists stations like Charlottetown, Royalty Junction, etc.

Returning leave Summerside for Charlottetown at 6.10 p. m., and for Tignish at 7 p. m. From Stations east of Royalty Junction one way first-class fare to Royalty Junction added to special fare from there to Summerside, good going by regular morning train and special train on July 20th, good to return July 21st, 1904, and at one way first-class fare to Summerside by regular trains on July 19th, good to return on July 21st, 1904. For prize lists and full particulars see programme. ALEX. McDONALD, Sec'y Games Committee. DAVID SMALL, President. June 29th, 1904—31

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Colored French Dress Muslins

AT STANLEY BROS.

A BARGAIN

500 yards French Dress Muslins and Organdies, worth up to 35 cents

For 20c. Per Yard.

These are all the latest patterns and newest colorings in stripes & fancies.

Want a Muslin Dress?

Come Quick and Get First Choice.

Stanley Bros.

Special Sale

Washable Silks! At 25c. per yard.

Saturday morning we place on sale a line of very pretty wash silks suitable for waists, at the very low price of 25c. per yd.

New Kid Gloves!

We are now showing our new kid gloves in all the New & Leading Shades \$1.10 and \$1.35.

Ready-to-Wear HATS!

On Saturday morning. Be sure and see them F. Perkins & Co.