

THE HERALD

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Throwing Off The Mask.

The Proceedings of the recent session of our Provincial Legislature serve, in some degree, to reveal the Local Government in their true colors and to tear from them the mask of deception, by means of which they have for so many years managed to impose upon the credulity of the electors of this Province. They inaugurated their reign by proclaiming that they would make revenue and expenditure meet; that deficits would no more be heard of and that the day of taxation was far off. To bring about this condition of affairs one million of money, we were told, was to be secured from Ottawa in consideration of claims pending against the Federal Government. These were the false cries by means of which one Liberal Premier after another managed to deceive the people and to hold on to power. But while these specious promises were used to divert the attention of the electorate from the true inwardness of the conduct of the Government, huge deficits were rolling up, year after year, from the very inauguration of the Liberal Government. Revenue and expenditure have never met; on the contrary, they have separated wider and wider apart, until there is now a gap of such dimensions between them that it would take more than a million dollars to fill it up. Mean time the taxation that was so far removed, according to the Government's story, unceremoniously showed its hydra headed form within three years of the party's advent to power, and has gone on increasing in volume ever since. The foregoing are mere elementary facts in connection with the Liberal Government's conduct of the affairs of our Province, for the last nineteen years; facts that are patent to everyone who has paid the slightest attention to the trend of public events, or who has been called upon to contribute to the public coffers for all these years.

Premier after Premier, as one followed another who had left the Province, who had departed hence, employed the same shibboleth; had recourse to similar subterfuges; dangled the same manner of false hopes before the eyes of the electorate. One and all exerted their ingenuity to pull the wool over the eyes of the people; left no stone unturned to divert public attention from the false, scandalous and deceptive conduct of the administration.

At every election for the Legislature, from 1893 to 1908, similar false and deceptive tactics were employed by the respective Premiers. Their constantly recurring deficits; their grinding taxation; their huge public debt were kept in the background and the Government's conduct was glossed over and attempted to be condoned by the presence of a determination to relentlessly press our claims against the Federal Government. All will distinctly remember that the principal plank in Premier Hazzard's election platform in 1908 was the prosecution of our claims against Canada. This was the plank on which he made his appeal to the electors; this is what he emphasized in his addresses to the people wherever he spoke on the public platform.

As a result of these decep-

tive tactics on the part of the Liberal Government, our Provincial affairs have arrived at this state: The successive annual deficits of the Liberal Government have piled the Provincial debt up to over a million dollars; the annual interest on this debt absorbs about three fourths of all the taxes collected; a deficit, for the current year, of almost \$40,000 is admitted by the Premier in his budget speech; our public roads all over the Province, are in a scandalous condition; our public works generally are in a most dilapidated state. This is what we have after nineteen years of false promises, of gross deception, of in excusable mismanagement and scandalous extravagance.

At last we have the proof of insincerity from the Government themselves and, by implication, the acknowledgment that their tactics have been framed with the view of deceiving the people. The Government are now dropping the mask and gradually revealing themselves in all their naked political deformity. Premier Hazzard now says there is no hope of securing anything on account of our claims against the Federal authorities. In making this acknowledgment he implicitly confesses that the previous boasting of the Government regarding Federal claims was all pretence; was all with the view of deceiving the electors. The Premier now avows that the only thing for the Government to do is to increase the tax on the farm lands of the Province. With this end in view the Government have framed a statute by means of which it is hoped and expected to increase the taxation of our farmers to the extent of \$20,000 a year, in addition to what they are already paying. To inaugurate this system of increased taxation of our farmers, the Government are to employ valuers to go around the country and place a value on every man's property. No matter how fair and reasonable a valuation anyone may place upon his property, no attention will be paid to it; the emissaries of the Government must do the job. This increase is not expected to materialize during the current fiscal year; so that we stand to have a deficit of \$40,000, or any amount beyond that for the year ending on the 30th, September next.

This is where the policy of extravagance and mismanagement; of debt, deficits and deception, pursued by the Government all these years has landed us. Not being able to cover up their tracks any longer, the Government are now forced to throw off the mask and, disagreeable and humiliating as the process may be, to exhibit themselves in their true colors. Since the Government are forced to throw off the mask and reveal themselves in all their political deformity, is it too much to expect that the scales will fall from the eyes of those electors whom the Government have so long and so persistently deceived?

Mr. Butler's Grand Trunk Pacific Estimate.

Mr. M. J. Butler, former Deputy Minister of Railways, has been making a speech before the Boston City Club. He told the club that the new Transcontinental line will cost \$350,000,000 when completed. This is about \$75,000,000 more than Mr. Borden's estimate of 1908. Mr. Borden figured that the cost of the eastern section, and the guarantee on the western portions would amount to \$250,000,000. The cost of the Mountain and Prairie section above the guarantee would be \$25,000,000. Mr. Butler's additional \$75,000,000 would probably

include rolling stock and other equipment. According to the last government statement the Dominion government will be responsible for some \$45,000,000 in interest paid without recourse, and some \$17,000,000 for the Quebec Bridge, making \$62,000,000. This is quite a raise from the \$13,000,000 which the government undertook in 1904 would be the maximum cost. But if we subtract this \$62,000,000 we find \$288,000,000 left as the cost to be charged against the company. Thus while the total cost of the road will be, according to Mr. Butler, fully \$100,000 per mile, the cost which will be a basis of the fixed charges will be \$80,000 per mile. On part of this the annual interest will be only three per cent. This is what the government is to receive. On the part to be paid for by the issue of bonds guaranteed by the government, the charge will exceed three per cent. for the bonds are not sold at par. The money raised on the Grand Trunk guarantee will cost four to six per cent. The annual charge will not be less than three and a half per cent. or \$2,800 per mile. We believe that there is no trunk railway on this continent loaded with fixed charges nearly so large as this. They are much more than double the fixed charges of either the Canadian Pacific or Canadian Northern. On the other hand compare the earning capacity of the Canadian Pacific per mile with that of the Grand Trunk Pacific between Winnipeg and Moncton.—St. John Standard.

Dominion Parliament.

The government has succeeded in getting the bill creating a small naval force, through the House of Commons on a strict party vote, the majority being 41. It has in so doing served notice on the nations of the world that this petty navy, when completed, will not take part in any wars on the high seas in which Great Britain may be involved, unless the government is first convinced that the struggle is a just one, and an order in council is passed permitting the fleet to go to the help of the motherland. Nothing more absurd or laughable than this "order in council" navy has ever been put through the House by the servile idolaters of Sir Wilfrid Laurier. It beats the "joke" Lumsden committee all hollow. As an addition to Imperial defence the Canadian navy brought into being by this govt is not worth the paper on which the provisions of the bill are printed. The British empire might be in the gravest peril and yet Canada's ships would not go to her assistance until the cabinet gravely meets and discusses the matter, and goes through the cumbersome process of passing an order in council graciously permitting the fleet paid for by loyal Canadians to go and fight the enemies of the old land from which our forefathers came. Nothing has proved the shallow loyalty more of Sir Wilfrid Laurier, Mr. Fielding, Sir Frederick Borden and the other small minded politicians who rule the destinies of Canada than this naval bill. Nothing could be more humiliating to Canadians who treasure British connection than this childish attempt to grapple with an Imperial situation. And for this shame and confusion the man with the position of independence running through his veins—Sir Wilfrid Laurier—is solely responsible. He is the proud Chanticleer of the Liberal party, who thinks the sun of Imperial unity cannot rise unless he crows. It is to laugh.

The criticisms of Mr. R. L. Borden on the third reading of the

bill are noteworthy in that they express clearly the views held by the majority of thinking Canadians who have given any consideration to this question at all. The opposition leader said "The proposals of the government seem to me in one respect to be absurd and unworkable, but in another respect they are dangerous and revolutionary. In so far as they are not unworkable they are dangerous; in so far as they are not dangerous they are revolutionary, because it is absolutely inconceivable that if Great Britain were involved in a naval war, and the Canadian force acted as if it belonged not to the Empire or to Canada, but to some neutral country, such a condition would lead or at least conduce to the early separation of this country from the Empire. Here is an illustration. A Canadian ship on the ocean; no order in council has been passed; war has been declared and hostilities actually commenced; a Canadian ship on the high seas flying the British flag; a cruiser of the enemy approaches; the Canadian ship is not to fight. Within sight, a cruiser of the enemy may be capturing vessels flying the British flag. Under the statement of the premier the Canadian cruiser will not interfere because no order in council has been passed. Is such a position tenable? Is it not absurd and revolutionary? Can it have any other outcome than to bring about the separation of this country from the Empire whose flag waves over it today? I desire further to say that if by the free act of this parliament the naval forces of Canada were placed at the disposal of the admiralty in time of war, that would not in the least interfere with our autonomy. That course would be taken by the free will of the people of Canada, expressed through their representatives in parliament."

That is the common sense view of the matter. It differs from the spineless attitude of the govt. and will appeal strongly to all thinking men. The load of carrying the Honorable William Pugsley and his record is making the govt stagger. Every session since the Minister of Public Works assumed his present position he has had to defend his deals from his seat in parliament. This session the famous "sawdust wharf" scandal has been brought to public attention by Mr. O. S. Crockett, the member for York N. B. who has shown a disposition to camp on the trail of the minister in a manner which is not very pleasing to that gentleman. This scandal was aired in the Public Accounts Committee, and direct evidence wrung from hostile witnesses, showed that this heap of sawdust and rotten timbers at Richibucto, which had not been used for many years was sold to one of the party organizers in Kent County by the owner, for \$700 and he resold it to the govt. a short time previous to the last general elections for \$5000. The price paid was far and away above the value of much better property in that little town of 700 people; the govt had no use for the wharf, and throughout the whole transaction Mr. Crockett declared in the House, after presenting the evidence, it bore on its face evidences of fraud and corruption. This sawdust wharf deal is only another sample of the kind of political transactions in which Mr. Pugsley indulges. He is no strength to the administration, and if he is not soon thrown overboard he will prove to be the Jonah of the Laurier ship. In this case however, the whale which will swallow him will be his own past record.

Mr. James Conmee the famous grabber of power rights, who constantly introduces bills which are invariably opposed to the public interest, met his Waterloo when the Railway Committee killed his measure providing for an ostensible canal from Lake Superior to Lake Winnipeg. On the fatal morning when his bill had to undergo the ordeal of a division in the committee, Mr. Conmee states in a disgruntled manner, that the Liberal whips told him all was ready and he could bring on the vote as soon as he liked. But the whips were not so smart as they thought and the committee killed the bill. This statement that the Liberal whips had, in their estimation rounded up a sufficient number of backboneless members on the govt. side to put through a bill plainly against the public interest, and about which they knew absolutely nothing is interesting in showing how far the govt stands behind such legislation as that of Mr. Conmee. This was a purely private bill, and the govt. had no reason to rally their supporters to save it

from death. Whips are party agents who are not supposed to concern themselves with members private measures. This merely shows the cynical disregard of the public interest this govt possesses, for the whips merely obey the behest of their masters. The attitude of Mr. Pugsley and other ministers in reference to the St. Lawrence Power Transmission Co bill when they determined to put it through the House in all its pristine beauty of brazen disregard of provincial and municipal rights, shows to what lengths this government will go in the direction of sacrificing the interests of the people of Canada when it gets a good opportunity of so doing.

Aylesworth and the Globe. Mr. Aylesworth has offended many people by pardoning an offender who was convicted of selling indecent literature. The Minister of Justice says that the books sold were "classics," and that the vendor should never have been convicted. It is stated in reply that the books were only classics in the sense that they were written a great many years ago, and that old books include many bad books that are not regarded as classics, but only obscene literature. Moreover it is alleged that this dealer sold many late works which are utterly obscene and have nothing but indecency to make them saleable. Still further it is declared that the very books which Mr. Aylesworth pardons the dealer for selling are shut out of the mails by his colleague, the postmaster general. Lastly it is set forth that the offender has caused circulars, advertising these "classics," to be placed in the hands of young people, who would not be expected to read them if they were the class of book which Mr. Aylesworth represents them to be.

Such are the statements. The interesting feature of the case is that the Liberal organ of Toronto is the complainant. It is much the same as the case of last year when the Globe got into collision with the Secretary of State over the question of the issue of letters patent to a gambling proposition. On that occasion Mr. Murphy went to Toronto and scolded the Liberal press at a public meeting, setting forth that the papers ought to have representatives at Ottawa who would take their information from ministers. It remains to be seen how the controversy between Mr. Aylesworth and the editor will end.—St. John Standard.

Sad Tragedy of the Sea.

An exceedingly sad (tragedy of the sea occurred off Campbell's Cove, near East Point on the north shore of this Province, Tuesday night of last week, the 19th inst. Three young men, Peter Strahan, aged 21, Ephraim Holland, about 18, and Largus Campbell 30, went out in a gasoline dory about six o'clock to set hering nets, about half a mile from the shore. It was blowing hard from the south, a little east, of the land and the sea was high and rising. It is thought the gasoline engine went out of order and the men were not able to propel the dory against the wind and sea with the oars. It is stated that they had two pairs of oars, but only one pair of rowlocks. Strahan and Holland were lobster fishermen at McAulay's factory, but Campbell was a neighbor and friend who, it is said, was fencing near the shore and on the urgent invitation of the others accompanied them. They were all lightly clad, not expecting to be long away, and Campbell is said to have gone without a coat. They were observed from the shore before dark apparently trying to get the engine started and also tugging at the oars. As darkness fell they were carried out into the gulf. Mr. John Ryan and five companions started out in his large gasoline boat after dark in hope of rescuing the unfortunate men. His gasoline engine also broke down and they did not get back till 8 o'clock in the morning. They were unsuccessful in locating the missing men. Wednesday morning word was sent to Captain Taylor, Agent of the Marine Department at Charlottetown, who immediately ordered the steamer Brant to proceed to the scene of the disaster. The steamer left here at 9 o'clock and reached Souris at five o'clock in the afternoon. After the Captain had ascertained the direction of wind and tide Tuesday night and other particulars about the affair, he started for East point. After cruising up and down the coast in a zig zag course from Wednesday

night to Saturday the Captain of the Brant reported from Georgetown Saturday afternoon, that he had seen nothing of the missing dory or its unfortunate occupants. It is probable that the boat, unable to lie in the raging sea, swamped and carried the three young men to a watery grave. The occurrence is one of extreme sadness and has cast a gloom over the surrounding community.

MARRIED.

JENKINS—MANUEL—At the home of the bride's parents, Georgetown, April 14th, by the Rev. W. H. Toombs, B. A., Myrtle Emma Manuel, to Arthur Edward Jenkins, both of Georgetown.

STEWART—MCNEILL—At St. James' Manse, Charlottetown, on April 13th, by Rev. T. F. Fullerton, Ellen Clark McNeill to John Garfield Stewart, both of Cavendish.

ROGERS—HARRIS—At the Manse, Summerside, April 20th, by Rev. R. G. Strathie, Miss Isabel T. Harris, daughter of James Harris, Summerside, and W. Russell Rogers, of Coleman.

BUDD—CRAWFORD—In Notre Dame Church, Kent Co., N. B., on the 20th of April, 1910, by Rev. Richard Opie, Mrs. Henrietta Crawford, of Notre Dame, and George Budd, of Moncton.

CLARKE—LOCKE—At the residence of the bride's parents, Summerside, on April 20th, by Rev. R. G. Strathie, Miss Bertha May Locke to Theophilus T. Clarke, of Summerside.

SPEAR—MENNIS—At Beverly, Mass., on March 29th, Rev. Father McKenna officiating, Thomas G. Spear, of Kittery, Maine, to Sarah Mennis, of Salskirk, P. E. I.

BURKE—REID—At Alberton, on the 19th inst., S. R. Burke, formerly of Charlottetown, now of Montreal, to Miss V. Reid, of Alberton.

BERNARD—CLAY—At Haverhill, Mass., April 7th, by Rev. Silas L. Mass, Miss Gladys G. Bernard, daughter of John Bernard, section foreman of O'Leary, P. E. I., and Miss Miss Evelyn G. Clay, of this city.

MCDONALD—STEWART—At the Manse, Souris, 23rd inst., by Rev. A. B. McLeod, Joshua F. McDonald to Lauretta Stewart, both of Kingsboro, King's Co.

PENWARDEN—FORD—At the residence of the bride's parents, on April 14th, 1910, by Rev. Ernest S. Weeks, B. A., B. D., Wesley D. Penwarden to Agnes A. Ford, all of Mount Pleasant, Lot 12, P. E. I.

DIED

GILL—Passed peacefully away at his home at Ellerslie, on Thursday, April 14th, after a lingering illness which he bore with great patience, Richard Gill, aged 77 years. He leaves a wife, five sons and three daughters to mourn the loss of a kind husband and father. R. I. P.

DAWSON—At Dorchester, Mass., on the morning of the 21st inst., Hannah, relict of the late E. W. Dawson.

MCLEAN—At Dorchester, Mass., April 9th, Malcolm McLean, of Graham's Road, P. E. I., in his 90th year.

JAY—At Fanningbrook, on Friday, April 15th, 1910, Caroline Elizabeth, beloved daughter of Samuel and Annie Jay, aged 20 years.

YOUNG—At Kearsollie, April 28th, Mary young, aged 98 years.

ROSS—At her residence, Duval, Saikat-chawan, on the 8th inst., Annie, relict of the late William Ross, Esq., formerly of Clinton, New London, aged sixty-five years.

MORESIDE—At New Haven, April 18th, Sophia Moreside, wife of the late James Jewel, North River, aged 80 years.

AYERS—At Blackfield, N. B., on the 15th inst., William Wesley, the only child of William and Mrs. Ayers, aged two years.

MENNIS—In this city, April 21st, Flora Mennis, in the 88th year of her age.

MCDONALD—At Souris, on the 15th inst., May, aged 27 years, only daughter of Captain William and Mrs. McDonald. Her funeral to St. Mary's Church on Sunday afternoon, 17th, was very largely attended. The pastor, Rev. R. B. McDonald, officiated at the funeral. Services. May her soul rest in peace.

RAYNOR—At the residence of her son, Joseph Simmons, Central Lot 16, on the 17th inst., Hannah Raynor, widow of the late James Simmons, aged 86 years, leaving to mourn four daughters and five sons.

CAMPBELL—At Hampton, Lot 18, on the 10th inst., after an illness of only one week, Stephen Campbell, aged 65 years, leaving a disconsolate widow, four daughters and two sons to mourn. R. I. P.

DINGWELL—In Cambridge, Mass., April 15th, of pneumonia, James Duncan Dingwell, a native of Mariposa, P. E. I.

DESROCHES—At Miscouche, on the 18th inst., Joseph J. DesRoches, in the 61st year of his age, leaving five daughters and six sons to mourn. May his soul rest in peace.

MODERN BUILDING PLANT!

The undersigned intends to establish at MONTAGUE BRIDGE Early in the coming spring, an up-to-date Building Plant for the manufacture

From Concrete Of all manner of material for building purposes. The building material here manufactured will include brick and all kinds of

Concrete Building Stone, Monuments, Coffin Vaults, Steps, Drain Tiles, Caps, Lintels, Cellar Walls and Floors, Veranda Columns and Floors, and Veranda Walls of all descriptions; all requirements for Concrete Side-Walks, etc., etc. In connection with the establishment there will be a

Builders' Supply Store Where the requirements for all kinds of buildings may be obtained. Contracts will be entered into for the erection of Concrete Buildings in any part of the Province. Enquiries regarding buildings and material will receive careful attention and prompt replies.

CHARLES LUND, 48 Brook Road, Quincy, Mass. Jan. 5, 1910—4i

Fall and Winter Weather.

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PRINCE STREET, CHARLOTTETOWN Giving all orders strict attention.

Our work is reliable, and our prices please our customers. H. McMILLAN.

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Prices quoted on application, and all orders will receive our careful attention by mail or wire. Reserve Coal is well known all over this Island, and is most extensively used for domestic and steam purposes.

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