

THE HERALD

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

The Public Accounts.

The report of the Provincial Auditor on the Public Accounts of the Province for the year ending 31st, December 1903, was tabled on Monday afternoon. The report tells the same tale of debt and deficits to which we have become accustomed since the Liberal Party assumed power here in 1891. The expenditures for the year are set down in the report at \$339,238.11, while the revenue was \$318,666.17. This leaves a deficit on the year's transactions, according to the Government's showing of \$20,571.94. This in all conscience is a bad enough showing; but we may be sure it does not tell the whole story. We may depend that, as usual the actual deficit is very much more. Among the items of expenditure in which the tax payers will be much interested is that of interest on the Provincial debt. The interest paid last year amounted to \$28,940.48. Just think all but \$29,000 paid in interest, for which the people have nothing to show but debt and deficits. But this is not all the interest due for the year. We may be sure there is a very considerable amount due on loans account that is not included in the Auditor's report. Probably \$30,000 is within the mark for the interest charge against the Province for the year 1903. While the Government were creating this deficit and rolling up the interest they were at the same time going down deep into the people's pockets for taxes. The amount collected in taxes of various kinds during the year was \$78,196.45. Surely the people will say it is time to put an end to this manner of conducting our Provincial business. What is the use of paying tax, if the deficits are to continue and increase, and if the public debt is to go on augmenting in this way? According to the Government's own showing the Provincial debt (December 31st, last) was as shown below. But, as a matter of fact, it is of necessity, at least \$50,000 more, bringing it up above the \$700,000 mark. This is the Government's own statement of the Provincial debt:

Table with 2 columns: Debentures (years) and Amount. Rows include 1891 (\$185,000.00), 1898-99 (\$35,000.00), 1900 (\$48,000.00), Lease Sinking Funds invested (\$268,000.00), Loans outstanding at date (Dec. 31) (\$187,857.60), Balance due banks (\$242,715.19), Total (\$666,655.20).

We will deal with the Auditor's report at greater length in a future issue; but in the mean time we want our readers to think over the following statements in the Government's own report of our finances:

Table with 2 columns: Item and Amount. Rows include Debt (\$666,655.20), D. A. C. (\$20,471.94), Taxes (\$78,196.45), Interest (\$28,940.48).

As a result of injuries received in a row between some workmen on the construction line of the Halifax and Southwestern Railway, near St. Margaret's Bay, Charles White, aged 40 years, belonging to Springhill, died at the Victoria General Hospital, Halifax on Thursday last, and Henry Beaulieu, aged thirty-five years, was arrested on a warrant last night charging him with causing his death. Particulars are very meagre; White was struck on the head with a club and never spoke after the blow was inflicted.

The Georgetown freight train which left Charlottetown at 3.10 on Wednesday afternoon last in charge of Conductor Hilbert met with a rather serious accident near Fitzroy Street crossing, by which several cars were derailed, damaged and a number of horses more or less injured. A number of railway men were seen on the scene which was indeed a thrilling one. A box car containing seventeen horses shipped by Mr. Beck was lying in the trench on one side of the track and another car containing four horses was on the other. The first task was to relieve the animals which, after some difficulty was accomplished, and strange to say all of them were pulled out of the wreck without any serious injuries. The car containing the seventeen horses is a total wreck, and the other is badly smashed up. The cause of the accident is said to be due to the swerving of the horses as they were rounding the curve when the accident happened. After the cars left the track the train went about 25 yards before the cars tumbled over. Two young men of the city who happened to be sitting on some sleepers near by having a chat had a narrow escape from receiving slight injuries. After two hours work the line was cleared and the Georgetown and Souris trains made their regular trips. The horses were all brought to the Morell House stables where the injured ones were housed by Dr. Lecky.

Sessional Notes.

After routine on Tuesday, the 5th, Mr. Currie rose in his place in the House and read the following statement:

Mr. Speaker.—My attention has been called to some remarks made by the Leader of the Government in this House on Wednesday last in discussing the motion to go into committee on the reply to the speech of the Lieutenant Governor.

In his remarks I am informed that the leader of the Government made some observations relevant to my absence from my seat and insinuated rather than stated that there was some legal obstacle to my making my seat in this House.

I presume the leader of the Government had reference to certain timber supplied by me, and which I understand has been used in the repairs to the Rocky Point wharf. So far as I am concerned this timber was sold by me to Andrew Dickieson who, as he informed me, had a contract to repair the wharf, and upon my application to him for payment he gave me a memorandum of the amount and asked me to call at the Public Works Office and get the money, which I did.

When the timber was applied for by Mr. Dickieson, and when it was delivered, I knew nothing whatever, nor do I know now of Mr. Dickieson acting for the Commissioner of Public Works in the matter. I dealt with him as a contractor for the work and received my pay from the Commissioner of Public Works in the usual way that I would have done had he given me a cheque on the bank.

The following is a copy of the paper which I received from Mr. Dickieson and upon which the money was paid to me.

Received from Dugald Currie: 33 spiles at 40c. \$13.20 1 cord filling. . . . 00.75 \$13.95

Nov. 14, 1903. Andrew Dickieson, Paid Nov. 14, 1903. D. Currie.

I understood on receipt of this paper, and I now believe, that Mr. Dickieson had arranged with the Department of Public Works for a certain credit, so that receipts of the nature above set forth would be honored and paid by the Department on his account. In view of the rumors which have circulated so freely respecting my conduct in the premises I deem it but just to this House and to the country, to make this statement and submit therein to their judgment.

No reply was made by anyone of the Government side of the House, and the debate on the address was resumed. Mr. Morson, having moved the adjournment of the debate on Saturday, was the first speaker. He discussed the different paragraphs of the address and pointed out the weak points in the Government's position. He expressed the hope that the Province might be successful in securing a considerable amount of money from the Fishery award; but he thought the Government were extremely sanguine. Last session, the Government pretended to be much nearer the money from this source than now. As a matter of fact they would then seem inclined to persuade the public that all they had to do was to sign the receipt for the money; but now the only hope is that a case may be submitted to the Courts regarding the matter. So far as the question of representation in the Federal Parliament is concerned there is no difference of opinion between the Government and Opposition. Regarding the readjustment of Dominion subsidies in accordance with the arrangement made by the Conference of Premiers at Quebec, it was his opinion that the readjustment therein set out would, relative to the larger Provinces, be unfair to our Province. The arrangement stipulated increasing our allowance for the cost of Legislation to \$100,000 a year; but Ontario's allowance is to be increased to \$240,000. He discussed, more or less in detail, the other paragraphs of the address and the matters therein referred to.

Hon. Mr. Simpson followed and endeavored as best he could to uphold the Government's course regarding the public questions under review.

Mr. McIsaac followed for the Opposition, speaking for the first time in the Legislature. After asking from the Speaker the indulgence which, following immemorial usage, is accorded those who address the chair for the first time, he reviewed the different paragraphs of the address. The House stables where the injured ones were housed by Dr. Lecky.

he thought, a very remarkable document. He had supposed the speech from the Throne usually forshadowed some of the legislation intended to be introduced during the session; but the speech before the House did not contain a single positive statement regarding any legislation anticipated by the Government. Referring to the statement in the speech that the question of increased subsidy from Ottawa was receiving the "favorable consideration" of the Federal Government, he quoted the words of the Attorney-General of New Brunswick and the contradictory statement of Sir Wilfrid Laurier which clearly showed that the Federal Government had not, up to the present time given the matter any consideration at all. He asked if the sale of Stock Farm cattle, by the Commissioner of Agriculture, was to be taken as a sample of the encouragement given to the agricultural industries of the Province by the Government. In conclusion he applied the scourge, in some degree, to the Government contingent that invaded the second district of King's County, as well as the third district, or the purpose of preventing his election and that of Mr. Kelly. Mr. McIsaac was warmly applauded by the Opposition at the opening and closing of his remarks.

Dr. Warburton, the newly elected member for Charlottetown followed on behalf of the Government.

Mr. A. J. McDonald, who followed on the Opposition side, made an admirable presentation of the fishery award matter, and by presenting to the House an array of facts knocked the sophistry of the Government speakers into smithereens. He pointed out that the bounty paid to our fishermen is given by the Dominion Government because the Federal Government received the amount of the Fishery Award to which the Provinces laid claim. More than that, he showed that when first paid (in 1882) the sum of \$172,284 was distributed in bounties to our fishermen, and that in 1902 it had dwindled down to \$158,812 or 13,472 less than at the beginning. In this Province the amount of the fishery bounty at the beginning was \$16,137 while in 1902 it was \$10,599 or less by \$5,538. In reply to the question, why had the Conservatives when in office not used for P. E. Island's share of the Fishery Award, he reminded the honorable member who asked it that when the Fishery Award was obtained, we had for Attorney-General a gentleman who was at the same time Counsel for the Dominion Government, Sir Louis Davies and so the particular interests of the Island in the Fishery Award, Sir Louis Davies, were lost sight of in view of the more powerful but less equitable claims of the Dominion. This was provoking to the Conservatives but it could not be helped by them. The Conservatives had however laid a claim—a good claim—against the Dominion Government for \$5,000,000 which the Liberals had subsequently given up for the sake of \$30,000 a year. He criticized the spirit of pessimism cultivated and exhibited by the Liberals all the time the Conservatives were in office—a spirit adverse to the development of our resources and the prosperity of the country. In conclusion, Mr. McDonald strongly advocated the adoption of a system of Preferential Trade throughout the Empire.

Hon. George Hughes spoke for the Government and Mr. John McLean moved the adjournment of the debate.

When the House met on Wednesday, Mr. John McLean resumed the debate on the address. He considered it most surprising that the Government should claim credit for the property enjoyed by this country in common with the rest of the world. So far as the Liberals have adhered to the National Policy established by the Conservatives, they have been successful in promoting business prosperity; but wherever they have failed to adhere to this policy industries have languished and prosperity has been retarded. So far as the payment of the fishing bounties, as intimated in the speech is concerned, he took exception to the statement. A large sum of money will accrue and be paid into the Provincial Treasury from our share of the Fishery Award, largely augmenting our present revenue, says the speech. This statement was calculated to deceive. If a decision is given by the courts the decision would be either in our favor or against us. If in our favor the Province, he assumed, would be given a lump sum, and no provision would be made for the payment of the bounty. The Government, if they are sincere, ought to set forth that this Province would provide for the payment of the bounty. But it is not likely this would be satisfactory to the fishermen.

In 1894 the present Provincial Government passed a statute, solemnly promising to establish a fund out of the proceeds of succession duties for the support of the insane and poor; but no such fund has ever been established. Consequently there is no assurance that the fishermen will be paid their bounties by the Pro-

vincial Government, as the fishermen have good cause for their want of confidence in the men in office. Mr. McLean pointed out that the estimated cost of the Hillsborough bridge was \$385,000; but now it appears that the estimate is 1,650,000 and it is not impossible the work will cost a round \$2,000,000 before it is finished. No independent Liberal can admit the Belfast and Murray Harbor railroad was economically built, and all will admit the excess of cost will be set down against this Province. Mr. McLean referred in vigorous and appropriate language to the other paragraphs of the address.

After Captain Read and Hon. Mr. Rogers had spoken, Mr. McKinnon spoke briefly. He criticized the conduct of the Commissioner of Agriculture and Captain Read in the discussion of matters that are, admittedly, not in the issue, expressed the hope that the Commissioner had benefited by his lessons of last year in the sale of cattle, and said that thirteen years in office was surely a sufficiently long time in which to improve the stables and build sheds.

The debate was concluded by Mr. Currie, who made a practical speech on the matters under discussion. In conclusion a humorously referred to the boasts of Captain Read. One would think to hear that gentleman speak that he was a very wonderful man, mentally and physically, but he (Mr. Currie), although out of practice, said he would not be any way afraid to give the doughty Captain a tussle.

The House went into Committee on the address, rose and reported it agreed to and then the address was passed through its final stages and the House adjourned.

After the House met on Thursday, the members with the Speaker proceeded to the Legislative Council Chamber where the address was presented to his Honor the Lieutenant Governor, who thanked the members for the same. Matters of routine occupied the attention of the House for the remainder of the day and on Friday forenoon when the House adjourned till Monday.

Yesterday Mr. Patrick Kiley, the newly elected member for the Cardigan district was introduced to Mr. Speaker by Mr. Matheson, Leader of the Opposition, and Mr. Morson, the senior member for Cardigan; took the necessary oath and was given his seat amid Opposition applause.

Our Ottawa Letter.

THE WEEK IN PARLIAMENT. The three days on which Parliament sat this week were again marked by the absence of business of importance. The consideration of the Grand Trunk Pacific contract was deferred until April 5th.

A resolution in favor of transferring the stores branch of the Militia department from the civil to the military section was adopted. In supply, considerable progress was made with the Public Works estimates. The discussion brought out the fact that money is being voted by the government for buildings, etc., which can serve no good interest. For purely political purposes large amounts are being allotted for works in obscure villages. The treatment accorded some sections from the civil to the military section was adopted.

On Wednesday the house adjourned for the Easter recess of five days.

THE PEOPLE'S MONEY IS JUST SPENT

The opposition have been vainly endeavoring to ascertain the principle which underlies the expenditure of public monies. The government however, have so many ways of tempting the treasury that they find it impossible to explain their system. In large cities, where the post office and customs business often runs up into the hundreds of thousands of dollars, the public is in many cases compelled to put up with all inconveniences, because of the repeated refusals of the crown to supply adequate accommodation. When political considerations are advanced in support of a more kindly view of the situation is taken. For instance, a vote of \$15,000 has been forced through for a post office in Action Vale, Quebec. The village has a population of 1,175. Its postal revenue, last year amounted to \$919, and there is absolutely no justification for such a large outlay, except that at the next general election the Liberals hope that the grant will result in an increased vote for the party candidate. Then there is the absurd spectacle of the Minister of Public Works paying \$3,500 for a lot 41x65 in the town of Alexandria, population 1,911, and only \$4,000 for a property 58x292 in Cobourg, population, 3,239. Another contrast is furnished in the treatment accorded the towns of Chatham and Port William, both of which were forced to donate free sites for the government buildings erected in their midst. Why in the name of common sense should the two latter towns be treated differently from the

former group? Is it fair to buy sites in Alexandria and Cobourg, when the citizens of Chatham and Port William are forced to put their hands in their pockets? The methods employed by the government lack everything that can be imagined to be in the public interest. The void explains in a large measure the big increase in the country's expenditure.

DOES MR. HAYS GOVERN CANADA?

The full reports of the meeting of the Grand Trunk shareholders to which was submitted the amended Grand Trunk Pacific contract are at hand, and they indicate that the time has arrived in the history of this country when a private corporation, seeking vast concessions in which the people have a direct interest, has more to say in the direction of public affairs than Parliament. The president of the Grand Trunk and several of the directors referred to the present session as one called for the express purpose of putting through the amended contract. It was repeatedly impressed on the shareholders that their ratification of the contract meant its adoption and that it would go through in the form in which it was presented to them. It was asserted that the Grand Trunk's consent to the arrangement was the most essential link to the chain which will make Canada, not only responsible for the construction of the Eastern Section and the guarantee of the bonds of the Western Section, but the successful operation of the road for a period of fifty years.

What spectacle is this! Here we have the men elected to see the resources and revenues of the country protected bound hand and foot, before they were informed of the intentions of the government. By-elections were held in four provinces of the Dominion but in no instance were the electors put in possession of facts which had for many days been in the keeping of a group of capitalists, who openly boasted that they, and not the people, are to be the arbiters in the matter of the G. T. P. deal. Never were the poor wretches of gladiatorial Rome more securely bound to the chariot wheel, than has Canada been secured to the wheel of the Grand Trunk. Parliament in this job is a nonentity. And the country is told in the face of it all that Canada has responsible government.

CANADA'S SHARE AFTER 50 YEARS.

The new Grand Trunk Pacific contract leaves little to Canada but the payment of bills amounting to millions of dollars. The responsibility assumed in the transaction is for over \$151,000,000. This vast sum will be spent in constructing a line from Montreal to Winnipeg, and the guaranteeing of the bonds of the Western Division. The Moncton-Winnipeg section will cost at least \$120,000,000. This will be leased to the Grand Trunk for a period of 50 years and at the end of that time running powers for a further period of 50 years will be granted to that corporation. The Grand Trunk, before the expiry of its lease, will have constructed most important branch lines in all directions. It will be in a position to know just what lines can be operated at a profit. The investments will remain in the hands of the company, but the government with a due regard for the welfare of the country will buy out all the lines which will have become so much secured.

At Winnipeg the Grand Trunk will own all the terminals. If the government, at the end of 50 years, desires to enter that city it will be compelled to spend enormous sums to secure right of way and terminals or will have to be content to take what the Grand Trunk is willing to provide. And what does all this mean? It means, if it means anything, that after expending sums, the people of this country, at the termination of the Grand Trunk's lease will own two lines of steel rails from Moncton to Winnipeg, which will be compelled to buy out all unprofitable branches radiating from those rails, and will be shut out from Winnipeg, a city which the government professes to be so anxious to reach. A mere "sketch" they will pay the bills together with the responsibility for the vast sums invested. Is that a scheme to burrah for? The more it is examined the worse it appears as a sound and sane proposal.

A NICE STATE OF AFFAIRS.

Things have come to a pretty pass in the House of Commons that the right of members of Parliament to accept briefs from persons wishing to secure the government in one form or another has been taken away by a prominent Liberal, Mr. Leighton McCarthy, and accepted by Sir Wilfrid Laurier. This means that Liberals support the principle that representatives of the people, who are sent to Parliament to secure public rights, may oppose the people so long as there is money to be made. Mr. McCarthy was the legal representative of a firm which desired to secure a grant of crown land at Midland. The corporation also wanted the property, which is part of the only available site for a public wharf in the community. Here was a case in which public interests were directly opposed by one who should have worked tooth and nail to safeguard them. But a fee of \$400 was in sight and the member for North Simcoe stayed with those who had the money. He was also mixed up in a similar case in which the just claims of the citizens of Collingwood were involved. In that instance however, representatives of the town threatened to place the particulars of the transaction before Parliament unless Mr. McCarthy withdrew, and the threat was effective. It would be interesting to know what fee Mr. McCarthy received in that case. On Page 1, 57, of the Auditor General's

report for 1903, a payment of \$3,000 to the firm of McCarthy, Oler, Hoekins and Harrison is recorded. Mr. McCarthy is a member of that firm. From the \$400 received in the Midland deal he got \$30. The \$3,000 paid by the government was for services by his partner, Mr. Oler, to the Interior Department. How much of that large sum is in the pocket of Mr. McCarthy's representative? It is the duty of the government to institute a rigid inquiry into this and other matters which it is charged to effect that gentleman's standing in Parliament. It is true the arguments advanced by Mr. McCarthy were used by Speaker Belmont in 1901 when he declared that it was a proper thing for a member of Parliament, to go before the chief engineer of the department of Railways and Canals, an official holding office at the will of the government, and use his influence as a supporter of Sir Wilfrid Laurier to urge payment of a claim which was opposed by the Auditor General. This is the high ideal fostered by the present administration. It is money every time, and we are sure we feel that they are protected in their grafting by the cabinet who should discourage the outrage.

MR. FISHER IS SERIOUSLY INVOLVED.

The petition against the return of Hon. J. G. Fisher, Provincial Treasurer of the Province of Quebec and Mr. P. P. for Brome, promises to result in some interesting revelations when the case comes to trial. Brome is the constituency represented in the Federal House by Hon. Sydney Fisher. That gentleman took a deep interest in Mr. McKinnon's campaign. Indeed, Mr. Fisher is said to have sunk some \$25,000 in the campaign, which resulted in the reduction of the Liberal majority by several hundred votes. Mr. Fisher is mentioned as one of the persons directly connected with the whole employment of "human devices" to secure Mr. McKinnon's return. It is alleged that the Minister purchased railway tickets to enable Liberal voters to go from Montreal to the place of polling. He also promised a position in the Inland Revenue to one of the stalwarts. By these and other means the Liberal candidate was elected. Mr. Fisher should not be forgotten, as a member of the government which refused last session to take steps to suppress the use of money in connection with the franchise. Now we find a responsible member of the Crown mixed up in a trial which will likely prove one of the most sensational in years.

THE WASTE OF MONEY AT SOREL.

The large expenditures at Sorel still continue. The government programme calls for an outlay of \$385,000 for wharves capable of accommodating 100 ocean vessels, which can never find cargoes there. The improvements were undertaken with a view to providing terminals for the South Shore railway, which has ceased to be run on anything like a commercial basis. The road received \$1,000,000 in subsidies which, it has been charged, were not properly applied. This would seem a good reason for discontinuing any further grants from the treasury for the benefit of the owners. Strong objections were taken to the completion of the works now in course of construction and the Minister of Public Works expressed himself as regretting any further extraordinary outlays. Sir Wilfrid Laurier, however, is bound to have Sorel developed, even if it will take \$1,000,000 to carry his ideas into effect and there is little hope of curtailing the unwarranted waste of money under the present government. The Sorel works should never have been commenced, and it is a crying shame that \$385,000 is practically being thrown into the sea. No good purpose can be served by the extraordinary generosity of those supposed to guard public monies.

A HALIFAX DISPATCH OF THE 5th. says:

Purser William Mombourquette is likely to be agent for the Plant Line in Charlottetown. Mr. Mombourquette is a native of Arichat and has been purser on the Halifax for a good many years now. Previous to joining the Halifax he was purser on the Estinet and other steamers. He is a young man and well-known to the travelling public, being popular with all.

The Prices.

THERE was a pretty good attendance at the Market yesterday. The prices were about as follows for staples: black oats 34 to 35, white oats 33, potatoes 35 cts, pressed hay \$12.00, loose hay from 60 to 70 cts per cwt. Straw was \$6.00 a ton pressed. Pork was 52 per lb and in a few instances 6 cts for the very best. Eggs were 15 to 16 cts, a dozen and butter 22 to 23 cts, a pound. Butter, (fresh) 0.25 to 0.26 Butter (sub) 0.22 to 0.23 Steats (per bus) 0.04 to 0.05 Cabbage 0.04 to 0.05 Calf skins 0.06 to 0.07 Carrots (per bus) 0.00 to 0.62 Ducks 0.09 to 0.10 Eggs, per doz 0.15 to 0.16 Potatoes (per lb) 0.08 to 0.09 Flour (per cwt.) 2.00 to 2.50 Hides 0.06 to 0.07 Hay, per 100 lbs 0.60 to 0.70 Lettuce (per bunch) 0.00 to 0.00 Mutton, per lb 0.05 to 0.05 Ostrich (per cwt.) 2.50 to 3.00 Pork (buyers price) 0.23 to 0.24 Pork 0.51 to 0.51 Paraffin (per bus) 0.03 to 0.64 Raddish (per bunch) 0.00 to 0.00 Sheep pelts 0.40 to 0.50 Turkeys 0.10 to 0.10 Turkey (per lb) 0.14 to 0.142 Geese per lb 0.10 to 0.164 Blue oaks 0.04 to 0.35 White oaks 0.00 to 0.33 Pressed hay 0.10 to 12.00 Straw 5.50 to 6.00

Calendar for April, 1904.

MOON'S PHASES. Last Quarter 7d., 1h., 53m. p. m. New Moon 15d., 5h., 53m. p. m. First Quarter 23d., 0h., 55m. a. m. Full Moon 29 d., 6h., 36m. p. m.

Table with 7 columns: Day of Week, Sun, Mon, Tue, Wed, Thu, Fri, Sat. Rows show Rises, Sets, High, Low, Water levels for various days in April.

MEET ME AT THE ALWAYS BUSY STORE

Black Sateen Underskirts AT STANLEY BROS.

250 here for you—the very latest styles—frilled, corded & plaited, made extra full, gored hip, and perfection in Quality, Fit, Finish and Workmanship. Sizes, 32 to 42 inch. Special Values at 75c., 95c., \$1.20, \$1.35 and \$1.55. Better Qualities Up to \$3.25.

Stanley Bros.

Special Sale OF 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. SPECIAL SHOWING OF

Ready-to-Wear HATS!

On Saturday morning. Be sure and see them. F. Perkins & Co. "THE MILLINERY LEADERS."