

THE HERALD

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JAMES MOISAAC Editor & Proprietor

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The Government's Black Record.

Each examination of the Government's public reports reveals some additional item of expenditure, necessitating revision of our statement of the Provincial debt. In the first place the Government's own admission shows a debt of \$771,583.35. To this has to be added, as we showed last week, the deficit on the hay account of \$4,544.63. This brought the figures of the debt up to \$776,127.98, assuming the figures in the blue books to fairly represent the debt, which cannot be admitted. To these figures an additional amount must be added. This is the amount of interest accrued on loans. This is set down by the Government at \$4,241.21. It has been included by us in our computation of the interest charge of the year 1905, and should be added to the year's deficit and to the Provincial debt. Including this amount, the figures furnished by the Government, show a debt of \$780,369.19; and a shortage on last year's transactions of \$54,907.81. As we have repeatedly said, this does not by any means show the true indebtedness, which must be well over the \$800,000 mark.

Taking these figures as they stand the Government blue books reveal to us this condition of affairs: Debt, as per Government's figures \$780,369.19 Taxes collected by Liberals 733,698.73 Taxes collected last year 80,813.98 Expenditure last year 364,106.62 Deficit last year 54,907.81 These figures serve to show in some degree the Government's black record and should of themselves be sufficient to condemn them and bring down upon their heads the public execration of every honest elector in the Province.

Among the items of expenditure of last year are included sums paid in connection with the representation case, from which the people reap no benefit and which was thought to have been disposed of in the reports of the previous year. The amounts charged against the tax payers last year for this wonderful representation case are as follows: Berwick, Aylesworth, Wright and Moss, balance \$784.32 E. B. Williams, balance 250.00 Blake and Reddin 588.33 \$1,619.65 Here we have the sum of \$1,619.65 drawn from the pockets of the tax payers last year for which the Province has received absolutely no value.

Under the head of delegations the public accounts reveal the following: Hon. A. Peters \$110.00 Hon. George Simpson 110.00 Hon. F. L. Haszard 110.00 Hon. P. McNutt 110.00 \$440.00 This is how the people's money is spent; this is how deficits are created; this is how the Provincial debt is rolled up. Is all this quite satisfactory to the electorate of Prince Edward Island? Do they think the principal business of a government is to squander the people's money; to roll up huge deficits and to saddle the Province with a debt which they will never be able to pay?

Advices from Naples state that Mount Vesuvius has been in eruption for several days and that death and destruction have been rife. It is stated that about five hundred lives have been lost and a vast amount of property has been destroyed. The most terrible ruin marks the course of the smoking lava. The work of death and destruction is still going on.

The resolution regarding the increase of subsidies to the Provinces, from the Dominion Government, which had been under discussion in our Provincial Legislature passed on Monday night on a strict party division. The Leader of the Opposition pointed out to the House that the resolution introduced by the Leader of the Government was ridiculous and misleading. It expressed concurrence in the resolutions, on the subsidy matter, agreed to by the Premier of all the Provinces at Quebec in 1902, as amended by the Government of this Province. He showed how ridiculous and misleading this was and how fatal it must prove to the interests of our Province. The Quebec resolutions were agreed to, as we have said, by the Premier of all the Provinces; consequently it is along the line of these resolutions that the question is urged on the attention of the Federal Government, and if anything is to come of the agitation it must be in virtue of united effort in support of the resolutions unanimously agreed upon. It will readily be seen then that if our Island Government undertake to press their claim on their own resolution, the Federal authorities can laugh them out of court and tell them their resolution not being the same as the Quebec resolutions their claims cannot be considered. The Leader of the Opposition urged the Government not to persevere in pushing this resolution through; but to unite with the opposition in the passage of a reasonable and strong resolution that would be the unanimous expression of our Legislature regarding the position of the Province. Such a resolution was introduced by Mr. Prowse in a clever speech; but the Government simply called in the members and had their way by force of their pliant majority. We will refer to this matter at greater length next week.

Sessional Notes.

During the question stage of the proceedings in the House on Monday the 2nd, Mr. Mathieson jogged the memory of the Commissioner of Public Works regarding a question he had asked in reference to the Burnt Bridge. Mr. Cumiskey said there was no correspondence. The Leader of the Opposition said he knew several men, including Anthony Campbell, Malcolm D. McKenzie and John McInnis, had written to the Public Works Department. The Commissioner's answer to this was that these letters were not in the department, and must have been sent to the officials. "And so, it happens," said Mr. Mathieson, "that there is not the scratch of a pen to be found about a bridge which cost the Province \$400."

On Monday evening the Leader of the Government submitted a bill respecting the oyster fishery. It provides for the leasing or granting of areas or plots in the bottoms of the bays, rivers, harbors and creeks of this Province, for the purpose of cultivating oysters and other shell fish. For this purpose, the Government may cause surveys to be made of the beds or bottoms of these waters, and may lay off, from time to time, and grant leases of such plots of beds and bottoms to such person or persons applying for the same as the Lieutenant-Governor-in-Council may think fit, for such considerations or rents, and for such terms or periods, as may be deemed expedient, provided that such area shall not exceed five acres to any one person. For the purpose of making the surveys, any engineer, surveyor or other officer employed by the Government, may go over and upon the lands of any person adjoining or abutting on the said beds, and drive stakes, etc. The plans, so obtained, are to be filed in the Registry Offices for the respective counties. Any farmer may then obtain a lease of his own foreshore upon such conditions as the Government may require. Barren bottoms may be taken up for the cultivation of oysters and the owners of lands upon which these areas are will have the prior right to them, and may have them if they choose to take them up within thirty days after receiving notice that they have been applied for by another person. The leases granted shall, in no case, be for a period of more than twenty years.

On Tuesday Mr. McKinnon asked the Premier to lay on the table of the House, respecting the hay account, "a statement showing in detail how the amount \$4,553.01 appearing in the Public Accounts Report for the year

ending 31st December, 1905 is made up. Also the names of the "sundry persons" paid for services in connection with the purchase and distribution of the hay, the amount paid to each respectively, and the nature of the services rendered by each. Also all correspondence, or a copy thereof, (a) respecting the hay "short delivered" by shippers; (b) respecting the hay short delivered by the Intercolonial Railway; (c) Respecting the claim against the Dominion Government for \$4,000.00 paid under protest. A statement containing the names of all agents owing balances on the 31st day of December 1905. Was any claim made by or on behalf of this Government upon any of the agents employed in the distribution of Government Hay for the three carloads claimed to have been short delivered by the Intercolonial Railway? If so, upon whom and with what results? Some kind of explanation was entered upon by the Leader of the Government regarding the 4,453 and a promise was made to have the other statements prepared.

Mr. Wood asked the Commissioner of Public Works to lay on the table of the House a statement showing in detail how the following amounts appearing on page 91 of the Public Works Report for the year ending 31st December 1905 are made up: W. McLaughlin, \$9.00; H. Brazil, \$10.88; C. McCarthy, \$25.25; John McCarthy, \$27.15; and J. C. McCarthy, \$5.00. What was the nature of the work? Did the Commissioner make any personal examination of this work and if so, when? Upon whose order or report was the work done? Was it let by public competition? Where was this work done and when was it completed? Upon whose report or return was the money paid? Also to lay on the table, a statement showing in detail how the following amounts appearing on page 38 of the Public Works Report for the year ending 31st December, 1905, are made up: P. McQuirk, \$25.00; A. Ings, \$13.75; John Logan, \$23.25; John Robertson, \$17.75. What was the nature of this work? Did the Commissioner make any personal examination of this work and if so, when? Upon whose order or report was the work done? Was it let by public competition? Where was this work done and when was it completed? Upon whose report or return was the money paid.

Mr. Prowse asked the Commissioner of Public Works, the name of the party who has the contract for the rebuilding of the public bridge at Murray River, the amount of the contract, was it let by tender, if so, how many tenders were received? Also to state the names of tenderers and amount of each tender. Also if it is the duty of the Contractor to provide a means for the public to get to and fro while the bridge is undergoing repairs? If it is not the duty of the Contractor has the Government provided any means of passage while the bridge is down? The Commissioner replied that the matter would receive the attention of the Government. Mr. Prowse said this was far from satisfactory, under the circumstances. The work referred should have been done during the winter when the ice could be crossed. He pointed out that until the bridge across the river is repaired there can be no communication between the two parts of the village divided by the river. He considered the work so urgent that it should be done at once.

On Wednesday the Leader of the Opposition asked when the Public Accounts Committee would be convened. If there were further delay the Opposition and the people would, he said, have to hold the Government party responsible for wilful and deliberate neglect. There are important matters to be submitted to the committee. Mr. Prowse asked the Leader of the Government, to lay on the table the reply made by the Federal Government to the Joint Address and Memorial of the Legislature made during the Session of 1905, in regard to the terms of Union and continuous communication. Also, if he has been enabled to induce the Federal Government to reimburse this Province for the costs incurred on account of the Representation Case before the Privy Council, also, to lay on the table of the House, the correspondence in connection therewith, in reply to the last question, Hon. Mr. Peters said that he had been laughed at when he applied to the Minister of Justice. If they won't, they won't and there's an end on't. As to the first question the reply was laid upon the table. Mr. Prowse asked the Commissioner of Public Works, "What is state work" and when the labor was performed for which the sum of \$42.25 was paid to John Curran, as appears in the Report of the Department of Public Works for the year 1906. Hon. Mr. Cumiskey replied that the money had been laid out in five or six different places, the names of which would be supplied.

The Temporary Loans Bill passed the third reading on division 8 to 14; and during the course of the day a number of bills were advanced a stage. Mr. Morson submitted a bill to amend the Common Law Procedure Act and Hon. Mr. Hogben, a bill respecting returns of certain corporations, associations and companies. The bill to promote Oyster Culture was passed in committee, several sections standing over for further correspondence, or a copy thereof, (a) respecting the hay "short delivered" by shippers; (b) respecting the hay short delivered by the Intercolonial Railway; (c) Respecting the claim against the Dominion Government for \$4,000.00 paid under protest. A statement containing the names of all agents owing balances on the 31st day of December 1905. Was any claim made by or on behalf of this Government upon any of the agents employed in the distribution of Government Hay for the three carloads claimed to have been short delivered by the Intercolonial Railway? If so, upon whom and with what results? Some kind of explanation was entered upon by the Leader of the Government regarding the 4,453 and a promise was made to have the other statements prepared.

On Wednesday evening, the Leader of the Government submitted a resolution enjoining the concurrence of the Legislature in the conclusions of the Conference of Premiers held at Quebec in 1902, regarding the claim of the Provincial Governments for increased subsidies. He then explained and defended the terms of the resolution to be concurred in, pointing out that, if concurred in, the amount hitherto received by P. E. Island from the Dominion of Canada for Civil Government—\$39,000 a year, would be increased to \$50,000, a difference in favor of the Province of \$11,000. He contended also, that the Federal Government is, under the terms of the British North America Act, bound to pay the cost of the Administration of Justice not merely the salaries of the Judges of the Supreme and Chancery courts, but those of the Judges of the Court of Probate and the Superior Courts. He stated as well, together with all expenses in connection with the administration of Justice now paid by the Province. As to the 81 cents per head on the population, he admitted that P. E. Island is in a position different from that of Ontario and Quebec, and contended that the resolution before the House would be the best for the Province. He stated that the Government is not prepared to accept the Quebec resolutions in that regard, by referring to the statutes and the terms of Union.

The time of the House, during Friday's sitting was for the most part, taken up with questions. Mr. Kieckhafer asked the Commissioner of Public Works, if it is the intention of the Government to open the proposed new road at the North side of Bay Fortune. Hon. Mr. Cumiskey replied that one of the owners of the right of way would consent to sell at a reasonable price, the road would be opened at once. Mr. Kieckhafer said that the damages would be only \$30. Mr. McDonald presented the petition of certain inhabitants of Georgetown setting forth the expediency of lighting the town and making other improvements, together with the erection of public buildings on the square. He submitted a bill in relation thereto. Mr. McKinnon withdrew the bill relating to accidents by fire at Montague and presented another in its place.

Mr. Fraser asked the Commissioner of Public Works if a petition had been received from certain inhabitants of Glenora and East Baltic praying that a new road be opened eastwardly from the junction of the Glenora and East Baltic roads, and what action if any does the Government intend to take in this matter. Hon. Mr. Cumiskey said that he hoped to get a report as to the cost. Mr. Fraser said that he understood that a free right of way would be given by all except one man. He thought the Government should expropriate in such a case.

Tower on Government Building Collapsed.

The new tower on the addition to the west block, Ottawa, fell with a thundering crash at ten minutes to twelve last Sunday. Some workmen who had been engaged in the finishing upon the roof had just time to get clear and save themselves from the horrible fate of being crushed to death and mangled by the falling debris. The latter, consisting of stone, rubble, brick, structural steel, copper sheeting and expanded metal, fell in a hopeless heap at the foot of the jagged walls that remained standing. Almost the only parts left intact were the foundation and the grouting stone dragons looking with sardonic smiles upon the heap of rubbish representing a considerable part of a \$75,000 government contract. The tower was somewhere between 80 and 100 feet high. It consisted of the addition to the main building extending from the records wing to the north end of the east wing. The noise of the fall was like that of an earthquake. "It all happened in about a second," said a man who was passing. "I saw the building crack and then the whole side bulged out and fell with a crash into a heap."

HAVE CAUSE FOR GRATITUDE.

Previous to the fall about seven men were working on the tower. They were H. Ralstead, 615 St. Patrick Street; E. Charlebois, 53 St. Andrew Street; J. Norsey, Hill street metal workers employed by Macfarlane & Douglas; Messrs. J. Clarke, Elie Robson, French and McIvor, bricklayers and tinmiths, were the others. Ralstead was working on the roof and had a steel fall, escaped through a door into the wing adjoining Norsey and Charlebois were going down the ladder when they noticed the danger and jumped upon the flat roof of the wing close by and escaped. The others were working inside and escaped through a door to the wing. Fortunately for the workmen, they were warned by the cracking of the tower and the falling of a few stones. They had no time in making their escape, and under the strain of great excitement just got clear when the work of nearly twelve months became a disorganized pile of building material.

The accident was the means of showing what a large number of servants are employed by the government. Released from their offices by the men gone, they gathered round in hundreds, viewing the remains and, reinforced by a large number from adjoining business houses, made comments upon and advanced reasons for the destruction. The construction of the walls consisted of an outer course of sandstone, an inner one of brick, one thickness, and a filling of broken limestone mixed with ordinary mortar.

The rained walls left standing showed no sign of any systematic bonding. The mortar was soft and some of it froze. Apart from the consideration of careless building, as the walls seemed to show, it was thought that the freezing of the mortar had prevented it drying and hardening and with the warm weather the frost thawed and left no

strength in the walls. It was also thought that there was faulty foundation. HAD NO THEORY. Mr. George Goodwin, the contractor, was on the scene. He would advance no theory as to the cause of the accident, but expressed satisfaction that it fell when it did, as he had it occurred when it was expected there might have been serious loss of life. "I'll just have to be built up again," he said. The tower was twenty-five feet square. The south wall, built with limestone and veneer with mortar, still stands, but in a very unstable manner, a long crack extending up from the foundation. As already stated, the contract price was \$75,000. It is estimated that the cost of rebuilding the tower will be between \$6,000 and \$8,000. The work on the addition was begun on April 10th of last year. Construction was carried on under the inspection of the architect's branch of the department of public works. The size of the new structure is 82 feet by 32 feet.

WERE WARNED.

The weakness of the building and the probability of its falling was noticed, it is stated, by men who passed during the morning, among them Charles MacNeil, M. P., who notified the public works department of the danger. This was at about half-past eleven, shortly before the tower came down. The accident recalls the falling of the walls of Fraser's mill at Deschamps nearly two years ago. It was of brick, built during the winter, and the accident caused the loss of two lives and the injury to others, besides heavy loss of time and money. The news, when received at the architect's branch caused great excitement. None would advance any reason as to the cause of the fall of the structure.

Release of Shipwrecked Sailors.

After battling with the elements for two days and two nights in an open boat in the boisterous waters of the Bay of Fundy, Captain Smith and crew of the American three masted schooner W. E. and W. L. Tuck, which turned turtle in the gale were landed at Yarmouth, N. S., on Sunday last, by the Boston steam trawler Spray which picked them up Saturday afternoon. The cook, Geo. Milstead, perished from exposure and all others were terribly exhausted and suffering intensely from their awful experience. The Tuck sailed from Bridgewater for New York with a full cargo of spruce, and everything went well until Thursday when the vessel encountered a series of heavy squalls of wind. Late in the day while the vessel sailed along at a good clip a terrific squall struck her. She careened over until her rails were well under water, but the crew had hopes that she would again right herself. While the men were trying to free the sails and endeavoring to secure ways to cut away the masts, the latter struck the water and she turned over. The crew jumped from the vessel into the sea and then followed a life and death struggle. It was every man for himself. All managed to keep afloat by various means. The vessel rolled completely over and all came up to the surface. The men who were thoroughly chilled from their submersion in the icy waters scrambled back into their waterlogged craft and succeeded in freeing the boats. The men tried to secure some provisions, but it was impossible, and at night was setting in and there was no cover at hand it was decided to set out for land. With the seas going over them and chilled to the marrow, the men plied their oars with desperation, born of hope of reaching a place of safety. Daylight broke and not a sail was to be seen on the ocean. The spirits of the men however were good, and they continued to row and row, each taking turns, until finally the cook collapsed from sheer exhaustion and sank to the bottom of the boat. The poor fellow who was only thinly clad could not stand the exposure the weather being intensely cold. His comrades tried to cheer him and to comfort him in every way, but their best efforts failed to save his life and he soon passed away. As the day wore on and night approached, the situation became one of desperation. Suffering from thirst and with pangs of hunger upon them the men began to weaken, they did not have strength or heart to ply the oars as before, and the death of Milstead had a very depressing effect upon them. The stronger of the men tried to cheer up the weaker ones, but it was a hard task. Darkness again set in over them and the long dreary night seemed as if it would never pass. All were brave however, and bore sufferings uncomplainingly. Daylight dawned again and the ocean was scanned but not a sail was in sight. The day was long passing and they felt their hopes of rescue very dim when the Spray hove in sight and answered their signal of distress. The trawler bore down on them and it was with the greatest difficulty a rescue was effected. The sea was rough and the men so exhausted it was almost impossible for them to help themselves, but they did the best they could. Every care was given them aboard the Spray.

DIED.

At Pease's Station, on March 28th, Harriet Grant, daughter of Allen Grant, aged 35 years.

At Bayfield, Lot 46, on March 20th, after a few days illness of pneumonia, the beloved wife of Angus G. Campbell, May her soul rest in peace.

At Alberton, the 2nd inst. of consumption, Jane, daughter of the late Captain Paul Perry, aged 51 years.

At Southport, on April 8th, Elizabeth A. McGee, aged 22 years. May her soul rest in peace.

BONDING WAS SHY.

The rained walls left standing showed no sign of any systematic bonding. The mortar was soft and some of it froze. Apart from the consideration of careless building, as the walls seemed to show, it was thought that the freezing of the mortar had prevented it drying and hardening and with the warm weather the frost thawed and left no

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Mail orders promptly attended to. Samples sent to any address. Just drop us a postal and by return mail you shall receive a full range in each line.

Sheriff's Sale.

By virtue of a Writ of Statute Execution to me directed, issued out of His Majesty's Supreme Court of Judicature of Prince Edward Island, at the suit of Alexander Martin, on a Judgment where in the said Alexander Martin was Plaintiff and James Nicholson, now deceased, was Defendant, I have taken and seized all the Estate, right, title and interest of which the said James Nicholson was seized or possessed, in his lifetime, in and to all that tract, piece or parcel of land, lying and being at Koon, on Township Number Sixty, in Queen's County, bounded and described as follows, that is to say:—On the north by the extension of the Black Rock road, leading from Caladoc to Mount Vernon; on the north by the rear line of farms fronting on the Mount Road; on the west by land now or formerly in the possession of Norman Gillis; and on the east by land now or formerly in the possession of Allan Morrison, containing an area of Sixty Acres of Land, a little more or less, together with all hereditaments and hereditaments, and I hereby give public notice that I will on Wednesday, the Nineteenth day of September, A. D. 1906, at the Court House in Charlottetown, in Queen's County, set up and sell at Public Auction, the said property, or as much thereof as will satisfy the Levy marked on said Writ, being the sum of One Hundred and Thirty-six dollars and no part, together with the cost of eight per cent. per annum on Ninety-eight dollars from February Thirtieth, A. D. 1905, besides Sheriff's fees and all legal incidental expenses.

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Mortgage Sale.

To be sold by Public Auction, in front of the Law Courts Building in Charlottetown, in Queen's County, on Thursday, the Twelfth day of April, A. D. 1906, at the hour of twelve o'clock noon, under and by virtue of a power of sale contained in an Indenture of Mortgage bearing date the Eighteenth day of December, A. D. 1886, made between Michael Roach, of Grand River Road, Lot or Township Number Fifty-three, in King's County, in Prince Edward Island, Farmer, and Mary Roach, his wife, of the one part, and Lella Matilda Mackieson, of Charlottetown, in Queen's County, in the said Island, Spinster, of the other part. All that tract, piece or parcel of land situated lying and being on Lot or Township Number Fifty-three, in King's County, in Prince Edward Island, bounded and described as follows, that is to say:—Commencing on the North side of Dingwall's or Grand River Road, at the Southeast angle of land formerly occupied by John Shepherd and now occupied by Benjamin Shepherd; thence north to the south boundary line of farms fronting on the Carleton or St. Peter's Road; thence along the said boundary line to the division line of the Melville and Bellis Estates; thence south to the road; thence along the road nine chains and sixty-four links to the pile of common masonry containing an area of sixty-seven acres of land, a little more or less, and in the land conveyed by the Commissioner of Public Lands to the said mortgagee by deed dated the first day of March, A. D. 1865. If the said land is not sold at the time and place aforesaid the same will thereafter be sold by private sale. For further particulars apply at the office of Mathieson & McDonalds, in Charlottetown or Georgetown. Dated the seventh day of March, A. D. 1906. LELLA M. MACKIESON, Mortgagee. Solicitors for Royal Bank of Canada, March 14, 1906—51

Morson & Duffy

Barristers & Attorneys. Brown's Block, Charlottetown, P. E. MONEY TO LOAN. Solicitors for Royal Bank of Canada, March 14, 1906—51