THE HERALD

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JAMES McISAAC,
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SESSIONAL NOTES.

The Legislative Session was opened, with the usual formalities, yesterday afternoon. All the members were present except Mr. John A. McDonald of Cardigan, who has gone to New York on business. He will probably be back in a few days.

The speech, placed in the hands of his Honour the Lieutenant Governor, by his advisers, is a pretty barren document. It had neither length nor depth. The only positive legislation foreshadowed is a bill to repeal the tax on commercial travellers. The balance of the speech is taken up with generalties. It has the usual stereotyped expressions concerning the harvest, and the progress of agriculture, and it congratulates the Government for certain alleged accomplishments.

That the Opposition is vastly strengthened since last session, not only in members; but in debating ability, was plainly evident by the admirably sustained attack on the Government, at the very start of the sessional work. If the Government thought their first afternoon's work was to be a mere matter of routine, they were very much mistaken and had quite another story to relate when six o'clock arrived. Mr. Mathieson, Leader of the Opposition, and his lieutenants held up the Government in fine style.

The grip was taken when the Commissioner of Agriculture moved his resolution for a committee of seven to have consideration of matters agriculture. Only two members of the Opposition were placed on this committee, and the Leader of the Opposition properly took exception to this composition. He pointed out how unfair and unjust it was to have committees of seven thus constituted. With the present membership of the Opposition, there should be at least three members from that side ofthe House, to four from the Government side. It was also, improper, he said, for the Government to name the Opposition members of the committee without consultation. Mr. Mathieson pressed his argument home, and he was followed by Mr. John McLean who vigorously arraigned the Government for their arbitrary conduct in this matter. But the motion was put and carried on strict party lines 16 to 12

If the Leader of the Government was flattering himself on having surmounted his worst difficulty for the day, he was quickly undeceived; his troubles were only beginning. The next motion was for a public accounts committee of seven members. In this case, too, the Government were only allowing the Opposition two members, and one of these a new member, who had not been in the House before. More than that, two of the Government members on the committee were also new men. Mr. Mathieson grappled with the question in vigorous fashion, and arraigned the Government for their injustice and unfairness in the constitution of this committee. This, he said, was by far the most important committee appointed by the Legislature. It had to deal with the finances of the Province and should give a full and correct statement regarding the expenditure of the people's money. During the term of office of the present Government about $300,000 of public money had been spent without any authority from the Legislature. That was decidedly wrong, and the public accounts committee should look into this and other questions of a kindred nature. But, of late years, the public accounts committee has been a farce. The chairman, always a Government member, had failed to convene the committee, or if he did bring the members thereof together, nothing could be accomplished. He referred to the outrageous conduct of the Leader of the Government, last session when he refused to allow the Assistant Provincial Secretary and the Provincial auditor give evidence before this committee. Now it was sought to repeat the tactics of late years, by allowing the Opposition only two representatives on the committee. What were the Government afraid of; was there something wrong with the accounts when such desperate efforts were made to conceal information? The Government seemed intent on rendering this committee useless, by appointing thereon a majority of inexperienced members. Such conduct would not be permitted in a private concern, and why should it be allowed when dealing with the people's money? Mr. McLean followed and piled on the agony. He pointed out that, during the election campaign, the Premier and candidates supporting him were repeatedly asked to tell the people the amount of the Provincial debt. They all refused. This committee, properly constituted, and properly conducted, would go a long way towards finding out that important question. Were the Government afraid of this when they were so stubborn about the composition of the committee. Mr. Morson showed the absurdity of the Government's course and told the Premier that it would be much better for him to extend reasonable courtesy to the Opposition. Otherwise there was trouble in store for him. The gage of battle was vigorously taken up by Mr. A. J. McDonald; Mr. McKinnon Mr. Arsenault, Mr. Prowse, Mr. Wyatt and Mr. Dobie. It was fine to see what splendid fighting trim the Opposition were in and how admirably the new members acquitted themselves. The Opposition's amendment to make the composition 3 Opposition and 4 Government members was rejected, after a very weak defence of their position by the Government. The Premier, Mr. Hughes and Captain Read made very feeble attempts at justification. Mr. A. J. McDonald then moved that the committee consist of 9 members, the Opposition to have 4 The Government applied its brute force argument to this also and defeated it 16 to 12. But the Governments course was not yet clear. To the Premier's motion naming the members of the committee, the Leader of the Opposition moved an amendment substituting the name of Mr. Prowse for that of Mr. Laird. Discussion commenced on this amendment, and while Mr. McLean was speaking the clock struck six. The House then adjourned and the whole business went over to 3 o'clock this afternoon.

The thermometer registered 16 degrees below Monday night. At Summerside it was 22 below. The coldest here last night was 3 below.

On the 1st inst. the town of Alberta, Saskatchewan, was in the grip of a fierce storm. The town was out of coal, traffic was badly blocked and telephone and telegraph wires up of business

Ottawa Weekly Letter.

(Delayed in Transit)

Session Begins!

Meagre Bill of Fare.

THE CASSELS REPORT

Ottawa, Jan. 23rd, 1909.

On Wednesday evening Mr. Borden for the first time in his experience as a party leader found his advice refused and his policy rejected by the Conservative members in caucus. It was the first meeting of the eleventh Parliament, and Mr Borden had called the members together to lay before them his resignation of the leadership with the recommendation that a second meeting be called to deal with it. He did not propose to attend that meeting.

AN ENTHUSIASTIC BEGINNING.

Without a moment's hesitation, the caucus unanimously declared that it would do nothing of the kind. There was a spontaneous and universal announcement that the resignation would not be considered. Change of leadership was not to be thought of, and the members absolutely refused to deal with the matter at all. Had Mr. Borden returned to Parliament at the head of a triumphant majority, the support of the party would not have been more enthusiastic and unanimous. Commendations of Mr. Borden, his policy and his leadership in Parliament and the country, was especially significant on the part of four new members from his own province, five from Manitoba and five from British Columbia, who all come to Ottawa having captured seats from the government. The chairman of the meeting was Mr. Barnard, who defeated the Minister of Inland Revenue and Mines, and among the speakers who were greeted with enthusiasm was Mayor Crosby, Mr. Borden's colleague and associate in redeeming the City and County of Halifax.

THE GOVERNMENT DISCREDITED.

While the Conservatives have been defeated, they come to Ottawa with a stronger delegation and with greater enthusiasm than in any time since 1896. They have a leader who has more influence in the country than any minister. They have a platform for which the government has shown a much higher regard than for its own. They are facing a government which has come out of the election with an insignificant majority of the popular vote, if indeed it has a majority at all. Outside of Quebec province a majority of the electors have condemned the administration. This administration has also been convicted by courts of its own appointment, and almost the first document laid before Parliament was a report by a Commission, confirming and strengthening a previous finding of another Commission, both appointed by the government, and both convicting one of the great spending departments of incompetence, graft, and lack of conscience. It is thus the Session begins.

A BARREN PROGRAMME.

The Speech from the Throne is long and thin. In some 1,500 words the Governor-General states that a tercentenary celebration was held, an International waterways treaty agreed upon, the Transcontinental pushed forward, Hudson Bay Railway surveys begun, a delegate appointed to the Opium Convention at Shanghai, that Mr. Fisher went to Italy, that a grant has been made to the earthquake sufferers. Then the government laments that a financial depression has affected our trade and decreased the revenue, that immigration has fallen off, and that a commissioner has been investigating the Marine Department. The legislation promised is a bill "aiming at the repression of the payment of secret commissions and gratuities," and also "measures relative to insurance, the civil service, immigration, and naturalization." This is little enough. The Insurance Bill is the only difficult measure. Insurance legislation has been promised and postponed in two previous sessions, and it is safe to say that it will be postponed again. A measure may be introduced, but it will not be pushed through. Meanwhile, the people have paid $95,242 for the Shepley investigation, including $25,000 to Mr. Shepley himself, all for the pretended purpose of amending the insurance law.

HARD TIMES WITH THE GOVERNMENT.

The Speech from the Throne admits the financial deficit, and adds that "exceptional caution" in public expenditure has become necessary. But the speech also says that the situation is better than a short time ago. It was worse in October, and the reason for "exceptional caution" was then greater. Electors will recall the election promises of public works and public expenditure as samples of exceptional caution on the part of ministers. Never were such profuse, extravagant and reckless undertakings made by any government and its supporters Ministers and their supporters on every platform were lavishly scattering promises of public grants. The subsidized press was loaded down with calls for tenders, and the impression produced was that the government had more money than it could use.

LENDERS ARE CAUTIOUS.

This week Mr. Fielding is floating a new loan of $30,000,000 in London, paying 3¾ per cent., and selling the bonds at a discount besides paying one per cent. or more in commissions. Mr. Fielding's first loan in England, made a year or so after he came into office, bore interest at 2½ per cent. He is paying 4 to 5 per cent. now on large overdrafts and temporary loans. Money lenders across the Atlantic are giving the Finance Minister an impressive lesson in "exceptional caution."

A VIGOROUS DEBATE.

The debate on the address began on Friday. After Mr. Todd and Mr Turcotte had moved and seconded the reply, Mr. Borden spoke briefly. He informed the Premier that, according to Sir Wilfrid's own doctrine of former days, that party representation in the House should be proportionate to the vote in the country, the Government should only have a majority of three in the House with the Speaker in the chair. Even this majority was largely obtained by the secret circulation among Roman Catholics of the "Duty of the Hour" pamphlet, with the false and malicious statement that it was Conservative literature. The opposition leader predicted that the session would not be long unless ministers persisted in their old habit of withholding their principal measures. Then Mr Borden told the Premier what his duty was in the matter of investigation. The Cassels' inquiry should have been extended into every spending department, and the commissioner should have been allowed to investigate contributions of contractors to campaign funds as well as payments to civil servants Mr. Borden welcomed the government's sudden conversion to economy, but held that it should have begun before the election campaign, and prevented the wholesale bribery of constituencies, by promises of profuse public expenditure.

SIR WILFRID COMPLAINS.

The Premier's speech was largely devoted to the unhappy defeat of his candidates in Manitoba and British Columbia. He complained that the Pacific province had been stampeded on the Oriental immigration question, and blamed Mr. Borden for encouraging this campaign. Later in the debate Mr. Lemieux made a long lament over the attitude of British Columbia.

THE WEST HEARD FROM.

But it was found that the new members from that province were well able to defend themselves and their constituents. Mr. Cowan, Mr. Barnard and Mr. Burrill replied to the Prime Minister showing that Sir Wilfrid and his colleagues were wholly to blame for the Oriental immigration situation. It is not often that the House hears better speaking than that of the three new members, who showed up the stupid deception and inconsistent dealings of the government with immigration matters, and pointed out that the ministry was condemned in British Columbia for general maladministration as well as for its bad policy.

A FEW TRADES.

Mr. Foster reviewed some of Sir Wilfrid's political contracts, ending with one just concluded whereby Mr. Sloan resigns his seat for Comox to make a seat for the defeated minister, Mr. Templeman. Similar trades were that which gave a senatorship to Mr. Derbyshire, in exchange for a seat for Mr. Graham, and the one whereby Hon. Mr. Scott resigned his portfolio, his son receiving a $9,000 office.

THE CASSELS' REPORT.

Judge Cassels has reported from the Marine Department inquiry. His report is made to the Minister of Marine, and in the beginning clearly shows that the commissioner did not undertake to investigate the conduct of the minister or his colleagues and political friends. The inquiry was limited to the sins of lesser marine officials. The former Deputy Minister, Col. Gourdeau, agents of the department at Quebec and St. John, the chief commissioner of lights, Commander Spain, Inspectors O'Farrell and Schmidt, and some thirty other officials and employees are condemned or censured, for various offences or improper proceedings. The commissioner also finds that the patronage system has led to greatly excessive prices, and that $100,000 a year may be saved in the department by its abolition. That the government paid $4,600 each for 40 diaphones, which would have afforded the contractor 100 per cent. profit if sold for $870 each, That the charter for the King Edward steamship at $125 per day was improperly changed to $180 per day, whereby the contractor got $6,600 to which he had no right. That some 80 men, who were not needed, were employed at the Halifax dockyards during the late election. That the patronage system in Halifax was intensified by the shameful interference of the late members for the riding. That the Merwin and Brooks contracts were absolutely without excuse. That the fyles of the department were mutilated after the inquiry began. That papers were destroyed which were valuable evidence. That agent Gregory exacted 5 per cent. commission on government contracts under his jurisdiction. That Inspector Schmidt took bribes, knowing they were bribes. That the Deputy Minister had silverware entered free of duty for his own use, on the representation that it was for the public service. That the deputy must have known of the improper transactions at Quebec. St. John and elsewhere, and that the chief engineer and his assistant would have been more careful as to the prices paid for diaphones if they had been buying for themselves.

WHERE THE COMMISSION FAILS.

The commissioner does not carry his conclusions so far as to suppose that Mr Brodeur ought also to have known anything of the excessive prices and graft and extravagance that prevailed in his department, or that ministers would have been more vigilant if they had been buying for themselves. Whereto sworn evidence of Gourdeau, Fraser and Gregory states that the transactions condemned were known to the former minister, Mr Prefontain the commissioner rejects the evidence because the minister is not here to speak for himself. The commissioner implicitly accepts Mr. Brodeur's assurance that patronage has been abolished in his department. He strongly urges that the other ministers shall follow his example. The commissioner was employed and instructed by Mr Brodeur and did not enquire into that minister's European picnic expenses, nor the Falconer contract made by Mr Brodeur himself nor into any other matter in which the minister offended.

NUMBERS 84 AND 85

Valentine Razza government supporter in the last Parliament who never took any part in discussion or legislation except to vote which party has been called to the Senate, apparently for the purpose of assisting to reform that body. It is stated that this appointment was an arrangement made before the election, by virtue of which Mr Razz stood out of the way of another candidate, He is number 84 in the list of ex members placed in office by the Laurier Government.

A FORTUNATE VETERAN

Number 85 is Dr. Peter Macdonald, formerly member for Huron and Deputy Speaker. Though Dr Macdonald lives at Wingham, he has been made Postmaster of London City, 75 miles away, to the great indignation of the London folk who see no necessity for the importation. Dr Macdonald is 74 years old. In the last fiscal year over 60 officials were superannuated, and all but six of them were younger than the new Postmaster of London is at the time of his appointment. Of these younger men, thirty-eight were retired on the ground of "old age."

NO HURRY NOW.

Last session the government rushed through a bill authorizing the transfer of Parliament grounds in front of Major Hill Park to the Grand Trunk Railway Company for a hotel. The Premier pleaded that the matter was urgent, but on Thursday his attention was called to be fact that the company had done nothing but build an ugly fence around their concession, spoiling the view and shutting people out of the grounds. Sir Wilfred no longer thinks the matter urgent, now that the company has got what it wanted from the government, and says he does not know when anything more will be done. The Premier is in the habit of devoutly praying Heaven that it may not be too late to give concessions to favorate corporations, but his hurry and devotion are apt to stop short at that point.

PATON'S
Clearance Sale

25 to 50 per cent. Discount on

MEN'S CLOTHING!

12 Engineers Coats, suitable for mechanics or farmers, made from best English Serge, sizes 36 and 38, $1.50 to $2.75; sale price 75 cents.
50 pairs of heavy Tweed and Homespun Pants, all sizes, ranging from $2.00 to $2.75, sale price $1.25
300 pairs Hair Cord Pants, greys, drabs, stripes, etc, $3.00 to $4.50, all at sale 3-4 off.
30 pairs of Effote Pants, worth $2.25, sale price $1.25.
18 pairs grey striped medium weight Pants sold at $3.25, sale price $1.65.
A lot of Men's Pants, special at 75c a pair, $1.00, $1.50 and $1.75.
40 Men's Vests, sizes 36, 38, 39 only, sold at $1.25 to $2.50, sale price 95 cents.
Duck Reefers, brown only, wind and rain proof, serviceable coat for farmers $4.25, 1-3 off, $2.85.
5 Grey Duck Reefers, same as above but not so good, sells at $2.55, sale price $1.75.
6 Grey, better grade Reefers, $3.00 for 2.00.
Duck Ulsters for teamsters and farmers, size 37 only, sold at $7.50, sale price 5.00.
Sheepskin Reefers, good warm garments, $5.00 and 7.00, sale price 4.00 and 5.50.
36 Men's Serge Suits, 36 to 44 in blue only, $6.50, 8.50, 10.00 and 12.00, during sale all go at half price.
Men's Ulsters, 7 only, brown frieze, all small sizes, $6.40 to 10.00 The colors are not very saleable, but they are good wearers Sale price 2.50.
6 only grey Frieze Ulsters, all sizes, sold at $6.00 for 4.00.
Job line of Cravenettes, 15 coats in all, suitable for wearing under fur coats, all sizes, $11.00, 12.00 and 14.00, sale price half price; $11 00 for 5 50, 12.00 for 6 00, 14.00 for 7.00. This line is extra good value.
Cravenette Coats, shower proof—all other stock 1-4 off—all sizes, 35 to 44.
All Men's Tweed Suits—over 100 pairs—all good patterns and A1 goods, $8.00, 10.00, 12.00, 14.00 to 16.00. Your choice 1-4 off.
Topper Overcoats in Cravenette, short spring style, at 1-3 off, sizes from 36 to 42.
Odd Jackets for men, all sizes in Tweeds, Worsted and Serge; many large sizes, worth from $4.00 to 8.00, sale price 2.50 to 3.98.
All blue and black Worsted Suits for Men, $15.00 kind for 10.00. This is the best offer we have ever made in Men's Suits.
Men's Tweed Overcoats, all sizes, 36 to 44. Prices run from $8.00 to 20.00. About 100 Coats to choose from, made by the very best makers in the Dominion. This is a chance you ought not to miss. $8.00 Coats for 6.00, 10.00 Coats for 7.50, 12 00 for 9.00, and so on.
All Men's Cloths, Worsteds, Serges and Scotch Tweeds; also Hewson's and Oxford Tweeds at 25 per cent. off.
Men's Black Beaver Overcoats, $6.00, 8.00, 10.00, 12.00, 14.00, 16.00, 18.00 and 20.00. Your choice at 25 cents off every dollar. All sizes from 36 to 44.

PATON'S CLEARANCE SALE will attract the people of P. E. Island from the three Counties.

JAMES PATON & CO.

Operatives Idle.

About five thousand operatives, employed in the Subsidiary Factories of the U S Rubber Company and by one or two smaller concerns in Massachusetts will be idle during the greater part of February, according to notices which have been posted at various plants. On Jan 27th the Woonsocket Rubber Company's mill at Millville, the Boston Rubber Shoe Company's factory in Malden and Melrose, the Goodyear Metallic Rubber Shoe Company, s boot and shoe shops, and the Goodyear India Rubber Glove Company's factory, the latter two plants in Naugatuck, Conn., will be shut down.

Infirmary Burned.

Fire of unknown origin destroyed the main building of the Muscoing County Infirmary at Canfield Ohio recently and fifteen of the aged inmates suffered burns, more or less serious. One of the injured men may die. The men were endeavoring to check the fire at the foot of a stairway when a shift in the wind suddenly drove a sheet of flame down upon them. They crawled to safety, and were taken to the hospital. The fire loss will be $30,000. The water pressure was not strong, and the efforts of the inmates to fight the flames were unsuccessful. The building was erected about ten years ago, and was one of the finest infirmaries buildings in the State.

Aftermath of the Collision.

Features of the 27th Jan in New York in the aftermath of the Nantucket collision, which resulted in the loss of the White Star liner Republic, the serious damaging of the Italian liner Florida the death of six persons and the injury of several others, were the honors extended to Capt. I. Sealby and Wireless Operator "Jack" Binns, of the Republic and a statement by the Florida's people as to how the collision occurred. The White Star people promised their version of the course of the collision on the 28. The day began with the landing at the White Star pier of Captain Sealby and Operator Binns. A big crowd awaiting them cheered the men heartily, while a score of enthusiastic admirers tossed the men to their shoulders and then carried them to the steamship offices on the floor above. Here the captain and Binns held a reception, receiving the congratulations of scores of callers and here Captain Sealby modestly told the story of how he stood by the ship until she sank beneath him. Later Capt. Sealby and Operator Binns accompanied by Capt. Benson of the Baltic, went to the White Star offices on Lower Broadway, where another great crowd met them and the ovation was repeated. On the Brooklyn water-front, at Bush's stores, the Florida, which rammed her nose into the Republic's side with such force as to give that ship her death blow, was the scene of much activity. Her seamen were clearing away the debris and making her ship shape so that she might go into drydock for repairs. Capt. Rospini declined to make any statement as to the cause of the collision, but after a conference with representatives of C. B. Richards & Co., his agents, and Archibald Thatcher, and Admiralty lawyer, Richards & Co., gave a statement regarding the circumstances of the collision. Its feature was the direct charge that the Republic was running at a high rate of speed through the fog. It also refuted reports that the quartermaster of the Florida was to blame and that the captain struck the man. The statement says:

"The Florida had experienced fog at intervals for some hours before the collision, and a dense fog existed at the time of the collision. The Florida had been proceeding at moderate speed, blowing her fog whistle frequently. The captain and chief officers in charge of her navigation were on the bridge and the quartermaster was at the wheel and the 'lookout' was doubled on account of the fog. The Florida was proceeding slowly when the fog whistles of another steamer, which afterward proved to be the Republic, were heard by the officers and 'lookouts' off the starboard bow of the Italian steamer. The engines of the Florida were reversed and two signals of three whistles were blown indicating that the engines were going astern. The collision, nevertheless, took place, the bow of the Florida striking the port side of the Republic somewhat aft of amidships, causing serious damage to both steamers.

"When the Republic became visible through the fog, she was crossing the bow of the Florida from starboard to port and running at a high rate of speed. The helm of the Florida was promptly put to starboard, hoping to swing the bow of the Italian steamer to starboard and to assist in avoiding the danger of collision. The other steamer was, however, running so fast that the vessels collided. It was afterwards ascertained that the steamer which collided with the Florida was the Republic of the White Star line. The collision occurred some distance southeast of Nantucket lightship, about 5.45 a. m, Saturday, the 23rd of January, 1909. The statements which have appeared in some of the papers to the effect that there was any misunderstanding of orders on the bridge of the Florida are not true. The orders given by the captain were promptly and properly executed.

Captured After Long Chase

After a flight across the Atlantic and back and a short sentence in a Canadian prison for a petty crime, Isador Bishorn, aged 24 years, formerly a trusted and much respected clerk with the fur company of Louis Starr, at 35 Winter Street, Boston will soon be back in Boston facing the three charges of obtaining $362 worth of furs under false pretence. Bishorn was discharged by the Starr Company last September and soon after went to various fur houses in the city, it is claimed, and secured goods in the name of L Starr. A warrant was issued for the young man's arrest and he was traced to Leipsic and back again to Toronto. Last October, Bishorn was arrested for breaking and entering in Toronto and has just completed serving his time whereupon the Boston officers were notified and will send a man for him.

California Storm-bound.

With railroad traffic virtually suspended on some lines, train schedules badly demoralized on other roads, telegraph and telephone wires prostrated and communication only fitfully maintained with some sections of the San Joaquin and Sacramento Valleys, California has recently experienced one of the worst storms in a quarter of a century, covering an area that extends from the Oregon Coast to San Diego. At various places the rain at times reached the proportions of a cloud-burst and was accompanied by a fierce gale.

Struck a Rock.

Advices received at St John N B on Thursday last announced that the three masted schooner Golden Bell struck Egg Rock off Jonesport, Maine and will be a total loss. Captain Shanklin and crew escaped. The schooner was bound to New York from St John, and had no cargo. The flood apparently carried the vessell off her course. The crash carried away the rudder and knocked a hole in the schooner's bottom, through which the water poured, until the hole was nearly filled. Captain Shanklin and five sailors took to the boat, which was sighted by a life saving station. The Golden Bell's gross tonnage was 291. She was 124 feet long and was owned in New York.