

THE HERALD

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The Election Campaign

The Federal election campaign is now in full swing in this Province. The candidates on both sides in the three counties are in the field and meetings are held daily, at which the great public questions are threshed out. At all the meetings the Conservative speakers are accorded a splendid reception, and their arraignment of the Government's short-comings and mal-administration is received with favor. From all parts of the Province comes the intelligence of accessions to the Conservative ranks and the conviction is daily gaining ground that the four Conservative candidates from Prince Edward Island will be at the head of the poll on the 3rd of November. It is not at all to be wondered at that the Conservatives are gaining ground in all directions and that the overthrow of the Laurier Government is now felt to be as certain as any political event could reasonably be anticipated. The Laurier Government have proved false to the trust reposed in them by the people of this Dominion; they have betrayed those whose confidence they obtained under false pretences; they have trampled under foot the most solemn pledges made to the electorate in order to secure votes. They solemnly promised to reduce the expenditure three or four million dollars from what was when they assumed power. Instead of this, they have doubled the annual expenditure so that it is now about \$77,000,000. They have been deaf to every remonstrance, and every suggestion of the Auditor General, intended to prevent or check to some extent at least the wholesale squandering of the public money without proper vouchers, and without guarantee or warrant that any service was rendered for the money thus asked for. This removing of the brakes, and ignoring of the Auditor-General's veto, has enabled the Government to squander thousands and millions of the people's money. Hardened criminals caught red handed in the most horrible corruption have not been prosecuted; but have, instead, been rewarded by the Government, with good fat offices in the public service at the people's expense. A gigantic railway deal involving liabilities of upwards of \$150,000,000 has been foisted upon the country, without being asked for by the people. In view of these facts and many others that could be added it is any wonder the sovereign people have come to the conclusion that it is time to call a halt and drive these transgressors from power.

In King's County, meetings have already been held at Fairfield, Kingsborough, Souris, St. Margaret's, and St. Peter's and at every one of these the Conservative cause has been eminently triumphant. Mr. McLean, the Conservative candidate, has everywhere been most enthusiastically received, and his arraignment of the Government, the Government's policy and the Government's methods has been complete. His addresses at the public meetings are most able and argumentative, and cannot fail to bring conviction to all who hear him. The outlook for Mr. McLean's return in King's admits of no doubt.

What is said of King's can with equal confidence be said of Queen's and Prince. In Queen's Messrs. Martin and McLean have addressed a number of meetings and have everywhere been most cordially received. They storm the Liberal strongholds and their presentation of their case is so powerful that no serious attempt is made to answer it. It is a long time since Conservative prospects in Queen's were as bright as at the present.

In Prince County the campaign opened on Monday and is now in full blast. Mr. Lefurzey, the talented young member, has been ill; but is now sufficiently recovered to attend his meetings and battle for good Government. His election can scarcely admit of a doubt.

Keep it Before the People.

The Laurier Government have falsified their pre-election promises, broken their pledges and forfeited every shred of confidence placed in them by the electors of Canada. Before they came to power they professed to be desirous of reducing the public expenditure. They viewed with alarm, they said, an annual expenditure of \$38,000,000, and promised that if placed in power, they would reduce this expenditure by three or four millions a year. That this promise was insincere, and their apparent alarm more hypocrisy is shown by their record since acquiring power. They never made any attempt to reduce the expenditure; on the contrary, they have gone on increasing the same from year to year, until now we have not an expenditure of \$38,000,000, but upwards of \$70,000,000. Are the people of this country willing to trust any longer a party or a Government that thus deceives them?

Reciprocity with the United States; Free Trade as it is in England were some of the shibboleths of Laurier and his party when seeking to gain the reins of Government. Laurier and his colleagues proclaimed from the house tops, that their advent to power was all that was necessary to secure reciprocity with the United States. They have been eight years in power and reciprocity with the United States is further away than ever. As a sop to ardent free traders he promised to bring about free trade as it is in England. Of course he never had any notion of attempting anything of the kind and the simple minded free traders who were foolish enough to listen to him were deceived and mocked before their very eyes. He promised to send commissioners to England to negotiate terms of preferential trade with Mr. Chamberlain, but in face of this promise he went to England and in his first speech on English soil, forfeited Canada's chance of obtaining this boon, by granting to England a preference in our markets, and telling the people of England that Canada wanted nothing in return. He thus shut the door against Canada, destroyed her hope of securing for many years to come, the advantage of trade arrangements of inestimable value. Do the electors of Canada wish to longer continue such a pledge-breaker in power? The tariff arrangements of the Laurier Government place our trade more and more at the mercy of the United States, as may be seen from consulting trade statistics. Our imports from that country are rapidly increasing, while our sales of home products to the States show no increase rather a decline. From 1901 to 1904 our imports from the United States have increased from a little over \$107,000,000 to upward of \$150,000,000. Thus in three years our imports from the United States have increased more than \$42,000,000. But in the same period our exports to that country have declined about \$1,000,000. Is this the manner of trade arrangements the Canadian people wish to have perpetuated between this country and the United States?

The conduct of the Government in making appointments to public office is not only deserving of the gravest censure; but is scandalous in the extreme. Fitness for properly discharging the duties of the office in question has not been deemed an essential requirement in these matters. Party loyalty and strenuous application in the discharge of duties, no matter how questionable, seem to have been the supreme test. In virtue of this rule of conduct, "Hug the Machine," Preston, and Jackson the sub-born of witnesses, the abettor of perjurer's and the consorter of things have found favor in the Government's eyes and have been sent to England to fulfill important offices at the expense of the tax-payers of Canada. Their hypocrisy is further shown in this particular by their conduct in appointing members of Parliament to office. In 1896 Sir William Mulock introduced into the House of Commons and passed to a second reading, a bill setting forth that no member while holding a seat in Parliament should be appointed to an act of emolument under the Crown; nor should any such member be eligible for an office of this kind until twelve months after he had ceased to be a member. A few months after this the Laurier Government came into power, and Mr Mulock was then in a position

to go on with his bill; but from that day to this nothing has been heard of it. But that is not all, the Government have constantly appointed members of Parliament to lucrative offices, and many of them have sat in Parliament for a whole session with their appointments in their pockets, or at least assured to them by the Premier. During the discussion on the Grand Trunk Pacific bill no two members in the Commons were more vehement or more impertinent in their denunciation of any one who opposed the scheme than Wade of Annapolis and Cowan of Essex. It was hinted that these gentlemen were to hold important and lucrative appointments in connection with the construction of the road. This they denied with all the emphasis at their command. But the bill had scarcely become law when Wade was appointed Chief Commissioner for the construction of the eastern section of the road, and Cowan received a lucrative office in the same connection. Sir William Mulock entered no protest against this violation of his pet theory. This manner of appointment has been continued by the Laurier Government until now no less than thirty-five members of Parliament have been rewarded for their party allegiance with good fat offices. Do the Canadian people desire to continue such a set of political hypocrites in office?

The most outrageous act of the Laurier Government was the ratification of the contract to construct the Grand Trunk Pacific Railway. In this matter they undertook obligations amounting to \$150,000,000 or \$170,000,000, giving the Company the best part of the road forever, and giving the remainder without rental for ten years and thereafter during a period of forty years for less than the interest on cost. This was an undertaking the people had not asked for; an extraordinary expenditure of money for which they had no mandate from the people. The Grand Trunk Company are granted \$25,000,000 of stock for nothing, subjecting the people to the payment of dividends thereon forever. The Government builds the eastern or difficult and less profitable section, and lets it to the Company as above stated. The Company builds the western or prairie section; but the Government guarantees three quarters of the cost of this section. Thus the Government pays for nine tenths of the road; but the Company owns it. In addition to all this the road will have its ocean terminus, not in Canada; but at Portland, Maine. Would it not be better for the Government to pay the other tenth and own the road? "Shall we have a Government owned railway or a railway owned Government?" This is the question the electors have to decide on the 3rd of November.

Cost of the G. T. P.

(Montreal Star.) Some Liberal papers, having more hardihood than the Globe, are taking up the Laurier theory that the Grand Trunk Pacific will cost \$13,000,000 only. An astonished public would like them to explain how the country is going to avoid spending some further sum. For instance: Will we get the Quebec Bridge for nothing? Will somebody else pay the \$75,000,000 which the construction of Winnipeg-to-Moncton line is to cost? Will we not have to pay any interest on this money while it is being spent and before the G. T. P. is even begun? Will the country never have to pay any dividends on the \$35,000,000 of common stock which the G. T. P. is to give the Grand Trunk? It will be noted that these questions do not mention the obligation which the nation assumes by guaranteeing the G. T. P. bonds in the western section. This obligation is very real. The nation may have to meet it. Any man who backs a note realizes this. But we are talking now of money which must be actually paid out by the Government for this road under the most favorable circumstances. Another point is the "sang froid" of the statement that the seven years' interest on the eastern and three-fourths of the cost of the Mountain section of the road will amount to only \$13,000,000. The cost of the eastern section is put—the Globe says fairly—at \$75,000,000. Interest on this sum during construction, which must be added to the cost, comes to \$9,000,000 at the lowest estimate. This makes \$84,000,000 for the total cost. Three per cent on \$84,000,000 for seven years is exactly \$17,600,000; or more than three millions higher than Laurier's total estimate. Now three-quarters of the cost of the Mountain section—taking Sir Charles Rivers Wilson's figures—will reach \$21,000,000; and three per cent on this for seven years is \$4,410,000. Add this to the \$17,600,000, and we have \$25,410,000 as the cost to the country if we take Sir Wilfrid's own way of reckoning it. But possibly a paltry trifle of nine millions would hardly be noticed by the new Liberals. The fact is that the road will lay obligations on the people of from \$150,000,000 to \$170,000,000 according to the Government's success in the money

market; and Mr Borden's policy of paying the remaining tenth of the cost and taking the road, is sound business sense. We can then either operate the road for us, or we can compel the shipment of freight to Canadian ports and put any increment in its value into our pockets.

A Courageous Leader.

Mr R. L. Borden, the Conservative leader, is making great headway with the electorate, and is making this the hottest fight since the days of confederation. Whether he wins or loses for his party the best man of all classes in Canada will admire his courage and the ideals for which he is battling. Mr Borden very trenchantly says he would rather be right and defeated than to make a bad compromise. He says he would rather be defeated than elected by trickery and dishonesty, and the people believe him. He appeals to the manhood of the nation, and those who know him best, know his iron will, who know of his lofty aspirations, and of his manly, unflinching life, are stinging him on to a man commanding admiration, not only for his ability as a statesman, but for his high standards as a patriot. Mr Laurier was a man who would rather do right than wrong. He too was a man of most admirable intentions; but he lacked the strong will to make a man commanding admiration, not only for his ability as a statesman, but for his high standards as a patriot. Mr Laurier was a man who would rather do right than wrong. He too was a man of most admirable intentions; but he lacked the strong will to make a man commanding admiration, not only for his ability as a statesman, but for his high standards as a patriot.

Whether it was through misfortune or through necessity, no one today seems able to tell; but the fact remains that the Premier has taken into his cabinet a man commanding admiration, almost impoverished circumstances, and who today are reveling in wealth. Men who seven years ago lived humbly, even frugally, and who today are living in costly palaces, keeping up expensive establishments, cruising in their private yachts, accumulating real estate, and simply amassing money. On \$7,000 a year and no legitimate accessories, a man cannot serve the public in honor and fidelity and at the same time amass a fortune in seven years. Yet it is undeniable that such men have risen to the rank of Cabinet ministers under the present regime; and good Liberals, knowing the facts, bow their heads in shame.

It should be observed however, that this is not a Liberal government in the strict sense of the word. You cannot blame the decent upright men of a party for the evils which they do not condone. The Government of Canada today is an opportunist government trafficking in railway deals to gratify the caprice and avarice of individuals. It is not a government that Edward Blake and Alexander McKenzie, or the Dairns or the Holtons would in their hearts have approved.

A Pathetic Spectacle

(Mail and Empire.) Quite pathetic was the spectacle presented by Sir Wilfrid Laurier when discussing his railway folly before the people of Sorel. Two notable features of the occasion and of the speech made it so. In the first place, Sir Wilfrid struggled to imitate a great man—Sir John MacDonell. The major portion of the address was a plagiarism of Sir John's reasoning on behalf of the first transcontinental line. It was curious to find this enemy of Sir John's reasoning on behalf of the first transcontinental line. It was curious to find this enemy of Sir John following that statesman's speeches so closely as to speak of the new scheme as if it were going into a country not as yet served by a railway.

In the second place it was made apparent that the right hon gentleman has forgotten the alleged purpose for which this affair is launched. When he broke it to us in his Parliamentary speech of 1903 he told us that the United States was about to cut us off from the seaboard, and that it was necessary to build a new line in order that we might reach the Atlantic with our trade. No one can forget the fervent but not very reverent appeal to the Almighty to hurry the line through lest we be too late. Now we are told that this reason for the road was not the true reason. What has made the thing necessary is the circumstance the C. P. R. "is not capable of carrying out the grain harvest, but a better service is to be had from the grain pressure could surely have been prescribed under the moderate plan which the Grand Trunk Company proposed, to which event the expense to the country would have been very small. The borrowing of money by the Premier and the conflicting explanations were unhappy features of the latest attempt to justify a blunder. Equally unfortunate was the story as to the cost to the people. It is easy to estimate roughly what the expense will be. We have to construct 1,900 miles of railway at the rate of \$100,000 per mile for the intelligence of his audience stand in a public place and make a declaration of policy to common sense it is impossible to understand. How he can contradict so eminent a railway authority as Mr Blair who says that the thing will cost ten times as much, he must himself explain. The story as to cost is a self feature of the speech, for it betrays an intention to deceive the great mass of the people. Worse perhaps is the attack upon the proposition to extend the inter-colonial to the West. Here, for the sake of some untested advantage, Sir Wilfrid backs up his policy of 1900, and

does injustice to the masses who accepted it as right. To the country he went just four years ago alleging that the extension of the Intercolonial was the proper thing. In the country he stands now declaring that his own views are foolish. No sufficient examination of the costly railway scheme is given. If the truth were told about it, it would be found that the eastern section is simply a dodge to exploit the treasury, and to take the earnings of the people for distribution among certain political cohorts. The question that is left to the electorate to decide this thing shall go on its present shape. Mr Borden says it is preposterous to make the country pay nine-tenths of the cost of a railway, and then to give the line to a private company to operate practically without conditions. There is reason in this position. What we pay for we ought to own and control, and the people should so declare.

News of the War.

London, Oct. 5.—Frequent fighting between the Japanese advance guards and the Cossacks on the south front of Kropotkin's army, is reported in the despatches to the Russian War Office. This is regarded as indicative of the near approach of a general forward movement by the forces of Field Marshal Okuma. It is estimated that since the battle of Liao Yang, forty thousand of the guards stationed in Western Russia, have been ordered to the Far East. No word has been received as to the condition of affairs in Port Arthur. London, Oct. 6.—News agents here state last night sent a despatch dated at Tokio Oct 5 which says: It is reported that Russian squadron made a sortie from Port Arthur today and a great battle occurred—No details. The Daily Telegraph Cuseo's correspondent says on Sept 24 and 25, the Japanese repeatedly and recklessly have attempted to capture a high hill at Port Arthur. Owing to destructive earth-works the advance was completely unprotected and under the rays of search lights the Russian machine guns swept them down in masses. London, Oct 7.—The significance of the Mukden despatch denoting an unusual activity at that place is subject to much speculation in St. Petersburg. The theory indicating that the purpose of Kropotkin is to evacuate the town is not generally accepted by the military officers there this morning. The common notion connected with the movement to check the Japanese flanking operations. In Russian official circles some credence is given to the rumor that Admiral Woren has left Port Arthur with his ships. The confusion resulting from a severe storm on Tuesday is being regarded as having made such a dash

POLITICAL MEETINGS

Messrs. Martin and McLean, the Liberal-Conservative Candidates in the forthcoming election will meet the electors of Queen's County at the following times and places: Wheatley River, Thurs., 13th, 7 p.m. Rustico Bank, Friday, 14th, 7 p.m. Cavendish Hall, Sat., 15th, 2 p.m. Clifton, Tues., 16th, 7 p.m. Irishtown, Wed., 19th, 7 p.m. Granville, Thurs., 20th, 1 p.m. Springton, Thurs., 20th, 7 p.m. Enysvale, Fri., 21st, 1 p.m. Afron Hall, F. I., 7 p.m. North River, Sat., 22nd, 7 p.m. Fort Augustus Hall, (near church) Mon., 24th, 7 p.m. Other meetings will be announced later.

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