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JAMES MCISAAC,
Editor & Proprietor.

Please don't delay your
Subscriptions for 1907. We
need the money, we
have earned it and
shall esteem it a great
favor if you remit now.

Last week, Mr. Foster addressed
a number of large and enthusiastic
meetings in western Ontario.
His review of the record of
the Laurier administration has
deepened the conviction already
strong in that part of Canada
that it is time for the present
Federal Government to share the
fate of the Ross ministry, with
which the Province of Ontario
dealt summarily at the last general
election. A shrewd political
authority has predicted that at
the next Dominion election the
Laurier Government will not
carry more than twenty-six out
of the eighty-six seats in Ontario.

In violation of the principle
announced by the Liberal party
in opposition, a member of Parliament,
Mr. Laurence of Colchester,
N. S., has been appointed to the
bench, after carrying around with
him, for two or three years, the
promise of this judgeship. Last
week, Sir Wilfrid Laurier followed
this up, by providing three
other members of the Commons
with refuges in the Senate. Two
of these, Mr. Belcourt, of Ottawa,
and Archibald Campbell, of Centre
York, aspired to positions in the
Cabinet. Sir Wilfrid did not
consider them good enough and
gave the portfolios to outsiders.
The Premier seems to think any
politician good enough for the
Senate, so these members rejected
Cabinet positions have demanded
and have received compensation
for wounded vanity and disappointed
hopes by being thus settled
for life. The third member
of the Commons appointed to the
Senate is Daniel Derbyshire of
Brookville.

Our Ottawa correspondent in
his letter which reached here too
late for insertion in last week's
Herald, criticises the financial
statement issued by the department
of railways. The statement
for the fiscal year of nine
months claims a profit of \$218,189
on the operations of the Inter-
colonial railway, and our corre-
spondent points out that when
other important railway systems
are making unprecedented profits
and paying handsome dividends,
a surplus of less than a quarter
of a million on a railway which
cost \$83,000,000 is not much to
boast. If it were genuine profit it
would amount to a quarter of one
percent on the outlay. But un-
happily the surplus is wholly
deceptive. Instead of a profit
there is a heavy loss in operation.
Then follows the official state-
ment of the total expenditure and
total earnings of the Intercolonial
system. But the real balance
sheet shows that the capital ex-
penditure was \$1,506,209 and the
working expenses \$6,017,248,311,
leaving a deficit of \$1,288,070.
These figures are obtained from
the deputy minister's statement.

Our correspondent, after a
critical examination of the whole
report enumerates ten or a dozen
large items of expenditure charged
to capital, that should have
properly been placed in the ex-
penditure account. These include
large amounts for strengthening
bridges; for air brakes, locomotives
and cars; for the place of others
destroyed by fire and worn out,
rolling stock replacing what had
become useless etc. These and
numerous other charges to capital
account, that should have been
placed in the expenditure account
create the deficit above mentioned.
All this is proved by the railway
report. After thoroughly going
into this report and proving his
statements, our correspondent
points out that it is easy to see
that the Intercolonial would be
simply bankrupt if it had not the
borrowing power of the Govern-
ment behind it. It borrows money
to put in new bridges in the
place of the old ones. It has
borrowed to replace old rails. It
borrows to pay for new buildings
when old ones are burned and
new shop machinery when old plant
becomes useless. Engines, passen-
ger cars, worn out by use or
smashed in collisions are replaced
by borrowed money. Yet the

Department calmly announces
a surplus of over \$200,000, which
amount would be insufficient even
to buy the new locomotives re-
quired to keep up the stock. This
has been going on ever since the
first year Mr. Blair became Min-
ister of Railways, and it is prob-
ably safe to say that while \$17-
000,000 worth of rolling stock is
supposed to be on the Intercolonial
and stands as an asset in the
accounts, there is not \$10,000,000
worth in existence at the present
moment. The 17,000,000 re-
present old plant condemned and
destroyed and new equipment
bought to replace it, whereas only
the new plant is there.

In the same letter, our corre-
spondent states that within a short
time two additional Railway Com-
missioners with salaries of \$8,000
each are to be appointed. More-
over the Deputy Minister of Rail-
ways recommends the establish-
ment of a Commission to report
on the advisability of construct-
ing the Georgian Bay Canal.
Only a few years ago a Commis-
sion was appointed to consider
and report on this very problem,
with other transportation ques-
tions. The Commissioners held
meetings at intervals during sev-
eral years, made several interim
reports, but never seem to have
quite completed their task. Mean-
while the Government adopted
the Grand Trunk Pacific scheme,
in utter disregard of the advice
of its own Commissioners, and has
apparently paid no attention to
any of the recommendations of a
Commission which cost the Coun-
try an immense sum of money.
The present suggestion for the
appointment of a Commission to
do part of the same work over
again indicates that the Deputy
Minister has forgotten all about
the Transportation Commission of
which we heard so much when it
was established.

Ottawa Weekly Letter.
MANY UNCERTAINTIES.
HOW THE NATION PAYS
FOR PUBLIC WASTE
AND GRAFT.
LONDON CONSPIRACY
TRIAL.
ADVERSE BALANCE
\$118,000,000.

Ottawa, Nov. 23, 1907.
As the day for the opening
of Parliament approaches the
position of the Government is cloud-
ed with uncertainties. It is un-
certain whether Mr. Aylesworth
will reappear in the House and
remain a member of the cabinet.
It is uncertain whether Sir Fred.
Borden will follow the example
of Mr. Hyman and Mr. Emmerson
and retire from the Administration.
It is uncertain whether the
insurance legislation promised
last session, and to be promised
in the Speech from the throne,
will be carried through. It is un-
certain whether a Government
measure to prevent frauds and
corruption in elections, which
was promised in the address last
year and the year before, will
be introduced and carried through
at this Session. Moreover it is
not yet certain whether the session
will be the last of the present
Parliament. Ministers are now
suggesting that the elections may
not take place next year. Recent
speeches from the Throne have
spoken of the prosperous financial
conditions. What will be said
this year?

A CHANGE OF TONE.
Sir Wilfrid Laurier and Mr.
Fielding are now making many
public deliverances on the present
financial situation. But it is
noticed that when they do
speak they no longer attribute the
prevailing financial and commer-
cial conditions to the policy of the
Government. Mr. Fielding is
busy trying to find outside and
remote causes for the tightness
of money, the low price of stocks,
the curtailment of industrial
operations, the extreme caution of
the banks, and the grave anxieties
that surround the business
situation. A Minister who has
been cheerfully taking \$20,000,000
to \$30,000,000 now raised to
\$40,000,000 a year in taxes out
of the people, in addition to the
amount required by his prede-
cessors, might find close at home
one reason why money is scarce.
Bankers and other financiers have
been telling the people of Canada
of the penalties of extravagance.
It is a warning that might well
have been addressed years ago to

the Premier of Canada and his
Finance Minister. The Dominion
Government supply bills have
grown more rapidly and recklessly
than the expenses of the most
extravagant household in Canada,
and every Canadian, however
poor, has had to help pay the
bills. If half the money thrown
to grafters in the last ten years
were now available as a national
fund it would greatly relieve the
situation.

THESE ARE NOT HARD UP.
Mr. Fielding tries to explain
why people who formerly had
plenty of money are now hard up.
But he could tell of several
neighbours of his who were for-
merly hard up and now have
plenty of money. Mr. Sifton is
not suffering from financial de-
pression. He is a captain of
finance, and is joining with other
capitalists in floating a great
steamship enterprise. A former
official in Mr. Sifton's department
has become a financial operator in
Montreal. Another, who has be-
come a Member of Parliament and
has taken up his residence in this
city, is ranked among Ottawa's
wealthy men. Still another, yet
in the service, is said to be am-
assing wealth in the West. One
more was able to retire and to en-
gage in Government land deals by
which he is supposed to have be-
come possessed of several hundred
thousand dollars. These are only
a few of the proteges of one min-
ister. Around the Militia, Marine
and Fisheries, Public Works, and
the Railways departments are
other groups of new rich who do
not have to worry about financial
conditions. New mansions, new
yachts, new automobiles, and
other ostentatious displays of new
wealth are visible where such
government favourites are found.

HAVE LEARNED FROM MR.
BORDON.

The success of Mr. Borden's
tour has brought out from Sir
Wilfrid Laurier a promise that
he will next summer follow the
example of the opposition leader.
It is suggested two or three other
ministers will go with him. West-
ern people ought to be grateful to
the Conservative leader, for they
have not had the pleasure of see-
ing Sir Wilfrid or any of his
Ministers except Mr. Oliver and
Mr. Templeman for many years.
Sometimes a member of the Govern-
ment has been hauled through on
a private car on his way to
California or Japan, but the West-
ern people who desire to make
their conditions or needs known
to the Government, have been
obliged to come to Ottawa to do
it. The Turriffs, the Adamsons,
the Burrows and other ministerial
members, who might have been
protecting the interests of their
constituents, have been instead
giving attention to timber leases,
grazing leases, irrigation conces-
sions and land grants either for
themselves or their relatives. It
is about time that some ministers
who have no interest in those
transactions should go West and
find out what the people think
about them.

LONDON CONSPIRACY DIS-
CLOSURES.

The Ontario Department of
Justice did not contradict the
charge that the London election
conspiracy would be abandoned
in return for the election of a
Conservative in that city to suc-
ceed Mr. Hyman. Major Beattie
was elected because the Govern-
ment party in London did not
dare or was not able to steal an-
other election. The prosecution
of the election conspirators was
not abandoned but is now going
on. Once more the ghastly story
has been told of the inspection of
the ballots by London returning
officers, their signals to accesso-
ries to show how ballots were
marked and the subsequent pay-
ment by results. So has the
history of Pritchett's ballot switch-
ing schools held in Huron, Brook-
ville, Elgin, Ontario and other
counties; where the students
were deputies selected for their sup-
posed skill and their willingness
to commit a public crime; where
the instructor was hired for that
purpose by the Liberal machine;
where the course of study was a
series of lessons on the art of
destituting Conservative
ballots and substituting bogus
votes prepared beforehand by the
organizers and also the science
of counting Conservative
ballots for the Grit candidate;
where the reward to clever
pupils was \$10 for each ballot
switched, with prospects of a Govern-
ment appointment thrown in;
where the superintendents were
Government organizers, some of
whom have been provided with
public offices since then. All
this has been once more set
forth in detail by the schoolmaster
himself, now turned King's evi-
dence. There are still many forgetful
witnesses, but the returning officer's
whose poll, some doubt arose
whether electors had voted as they
were paid, and whether he broke the seal of the

box in his own house, in the presence
of his accomplices, and overhauled
the ballots and located the defaulter,
did not forget the occurrence. He
even remembered that the money
paid to voters who failed to keep
their contract went to him as a reward
for his loyalty to the machine and
the Government.

WHERE DID THE MONEY
COME FROM.

But the memory of witnesses fails
when they are asked where did
the money come from. That is the
secret that even a conspirator who
confesses will give away. Yet it is
the most important one of all. The
conspiracy is based upon the men
who paid for it. If it can be learned
where the money comes from for
all this business the public will know
how close it is to ministers themselves,
and will find that the treasury of
Canada in one way or another has
bought the criminal services.

MR. PUGSLEY AGAIN.

Mr. Pugsley has wandered off to
York County, New Brunswick, to
repeat his charges about Conservative
campaign expenditure of 1904. The
minister makes it a point to be as
far as possible from Mr. Borden when
he seeks to suggest a guilty knowledge
of the part of the Opposition leader.
He is still as beautifully indefinite
in his charges as he has been in his
own political convictions. Within
two weeks Mr. Pugsley will have a
chance to tell Mr. Borden to his face
all that he has to say, and will then
find that much clearer statements will
be required of him. Moreover there
are certain events in Mr. Pugsley's
own history that are liable to be
discussed when he begins railing
accusations. Meanwhile it is a
rather interesting circumstance that
in the Liberal convention of York
which Mr. Pugsley addressed, there
were charges and counter-charges
of ballot stuffing in the selection
of a candidate. The man who finally
came out ahead is an old associate
of Mr. Pugsley in various transac-
tions with which finance and
politics were mingled, and there
appears to be grave doubt whether
he is the real choice of the party.

NOTE THESE FIGURES.

Table with 2 columns: Description and Amount. Includes Exports of Canadian produce for the year 1906-7 (\$244,180,922), Exports of Canadian produce 1905-6 (244,797,381), Decrease of Exports (615,459), Imports 1906-7 (362,459,907), Imports 1905-6 (296,359,543), Increase of Imports (66,100,364), Duty collected 1906-7 (58,601,696), Duty collected 1905-6 (48,041,753), Increase in duty collected (10,619,943), Excess of imports over exports, 1906-7 (118,278,975), Excess in the previous year (51,557,167).

NOTHING LIKE IT IN CAN-
ADIAN HISTORY.

This is not a cheerful statement.
With almost equal export we have
increased the imports by more than
\$66,000,000. We have bought \$118,000,000
worth from abroad more than we
have been able to pay for with
Canadian produce. Although
Canadians have had less to sell
to other countries than in the
previous year they have had to
pay over ten and a half million
dollars in custom duties more than
in 1906. Never in the history of
Canada has there been a year when
the exports fell anything near so
far short of the imports. It was
Mr. Fielding's boast in his first
two years of office that the
balance of trade was in favor of
Canada and for five years there
was no considerable excess of
imports. But since 1903 the
importations have exceeded the
exports by a constantly increasing
margin, until it has reached the
enormous balance above stated.

THE RECORD OF GROWING
TAXATION.

Then compare the amount of duty
collected with that of previous years.
In 1893, when the Liberal con-
vention protested against excessive
taxation, the customs taxes were
\$21,161,000.
In the year that Sir Wilfrid took
office the customs taxes had been
reduced to \$20,219,000.
Five years after Sir Wilfrid took
office this taxation had increased
to \$29,107,000.
Another five years brought it up
to \$46,671,000.
The eleventh year finds the taxation
\$58,661,000.
Here we have the Canadian people,
whose number has increased by less
than one fifth, paying almost three
times the amount of customs taxes
that they paid eleven years ago.
Every family paid in 1905-6 more
than twice as much as it had to
pay ten years before, only to find
an additional eight dollars per family
imposed in 1906-7.

Yet there are people who wonder
why there is so little money available
for ordinary purposes.
Sir Richard tried to say that the
country was "bled white by taxation."
But the lance never got its work in
so well as now.

See the Mystery Clock in
E. W. Taylor's window. Can
you tell what makes it go.

Business Depression in
the States.

Boston advices of the 21st inst. say:
-The widespread business depression
continues to overshadow all else, and
in many industrial centres it looks as if
a hard winter is ahead. A restriction
of credit and cancellation of orders due
to the financial situation have compelled
hundreds of concerns in the United
States, including many in New Eng-
land, to curtail the production. Nu-
merous concerns have shut down
temporarily and together with the com-
pensation which have laid off a portion
of their help they have thrown out
of work about 150,000 persons throughout
the country. The railroads, steel mills,
woolens plants and machine shops
appear to be more affected by the de-
pression than the other industries. The
Boston Mills, which in New England
employ 125,000 operatives, are running
on full time, with the exception of sev-
eral in western Massachusetts affected
by a \$10,000,000 failure in North Adams.
Should the slump continue a reduction
in mill wages is regarded as a certainty,
as the present schedule is based on a
large margin between middling cotton
and the finished product. The Pacific
coast states are experiencing an iden-
tical bank panic, and a dozen institu-
tions there closed their doors this
week. Texas, Ohio and other
states in the Middle West are also
having their banking troubles. In the
East the banking situation has improved,
while the industrial outlook is discour-
aging. One of the results of the depres-
sion will probably be an early drop
in household commodities.

Another account from Boston says:
-Further curtailments by New England
manufacturing concerns were announced
to-day. The Bigelow Carpet Company,
which operates mills in Lowell and
Clinton, notified its 3,300 hands that
the plants will be closed tomorrow for
ten days. The Manville Company, cot-
ton manufacturers, closed its mills in
Manville, R. I., tonight for the remain-
der of the week and will probably run
on a short time schedule temporarily
hereafter. Henry F. Lippitt, of Provi-
dence, general manager, states that he
has not decided as to how long the
Manville Company mills will be closed.
They employ 2,500 hands. The mill
company owns the Globe, Social and
Nourse cotton mills of Woonsocket, but
no order has been issued to stop the
machinery. The Centreville Plush Mill
of Manville did not start today and will
remain closed until next week. At
Olmstedville, R. I., the Crown Waxed Mills
shut down tonight for an indefinite
period, throwing about 100 hands out
of employment. The Worcester Knitting
Mills of Millbury were closed today and
will not be reopened until business im-
proves. The Worcester Knitting
Mills of Millbury were closed today and
will not be reopened until business im-
proves. The chain factory of Gardner
are reducing their working force and
among other concerns which have just
adopted a short schedule are the Ameri-
can Ship Windless Company of Provi-
dence; North Chelmsford Machine and
Supply Company; Davis & Furber
Machine Company of South Andover;
the Charles G. Allen Company, iron
founders, of Barre, Mass., and J. D.
Palmam & Sons, wood-workers, of Web-
ster.

Cooper Held Respon-
sible.

The Quebec Bridge Commissioners
find Theodore Cooper of New York
responsible for the disaster, and declare
that the expenditure of one hundred
dollars and three hours labor would
have braced the structure and pre-
vented the collapse until permanent
repairs were made. Cooper also is
censured for not telling others what
he knew of the weakness of the bridge.
He made a modification in the Unit
of stress employed upon various members,
which increased them beyond the
prudent and placed the whole design
outside the benefit of experience. Such
high stresses had never before been
used, and he acted without the author-
ity of the Quebec Bridge Co., and
the Dominion of Canada vested in him.
The fall of the bridge is to be laid
directly to changes of stress made by
Mr. Cooper. The stress at the bridge
ended promptly and admirably when
they saw evidences of trouble, and
correctly calculated the stress and
decided that it was impossible. When
the matter was reported to Cooper, he
said there was no immediate danger.

Breaks One Record.

Poking her nose through a dense
curtain of fog, the biggest, the most
luxurious ship ever launched, finished
in safety her maiden voyage, when at
11:05 a. m. on Friday last the Canadian
line steamship Mauretania anchored off
the Sandy Hook lightship, New York.
Five days five hours and ten minutes
from Queenstown, bearing \$12,500,000
in gold for the money marts of the
West, she fought her way through 3,000
miles of storm-swept ocean, to meet
and defeat the world's trans-Atlantic
record of four days eighteen hours and
forty minutes, held by her sister-ship
Lusitania. Rough weather baffled the
attempt, yet the Mauretania won one
blue ribbon. On Thursday she made
624 knots (671 miles) by the favor of a
shift of wind to north-north-east, six
knots better than the best day's run of
the Lusitania, and smashing all records
for a twenty-four hours' run. The
Mauretania left Queenstown November
18 at 11 a. m. and arrived at quarantine,
New York, at 3:03 p. m., November 22.
Her various speeds by days were: First
day (one hour's run), 30 knots; second
day (noon to noon) 53 1/2 third, 46 1/2;
fourth, 41 1/2; fifth, 62 1/2; sixth, 52 1/2.
The average speed for the passage was 22 1/2
knots, or 23.89 miles an hour. Her
average speed on her record run of 624
knots was 25.83 miles an hour. Her
poorest day's average was 20.81 knots
an hour from noon of November 18 to
noon of the 19th. Though the new liner
demonstrated her ability to develop a
higher speed for the passage was 22 1/2
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