

THE HERALD

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Splendid Liberal-Conservative Convention.

The Liberal-Conservative Convention held in this city yesterday for the purpose of nominating candidates to contest Queen's County at the next Dominion election was, beyond doubt, the largest, most representative and most enthusiastic that ever assembled in Charlottetown. There were over three hundred people in the B. I. S. Hall, crowding it to its utmost capacity, when the Convention was called to order shortly after 7 p. m. by Co-ventor S. W. Orabbe. The Secretary, J. J. Johnston, Esq., read a letter from Mr. Alexander Martin, regretting his inability to be present in consequence of the illness of his son, and defining nomination. Mr. John Fraser, of Avondale, then addressed the meeting, setting forth that notwithstanding Mr. Martin's letter, he felt sure the electors of Queen's County were most desirous that he should be a candidate. He had valiantly fought the battle in the past and won, but had been robbed of his seat. Therefore he deserved the nomination and the electors were determined he should receive it. He felt sure that if that determination were manifested by a unanimous rising vote of this magnificent convention, Mr. Martin would accept. He, therefore, moved that this convention tender the nomination to Mr. Martin by a unanimous standing vote. This motion was seconded by a large number of persons in every part of the hall. The presiding officer then put the motion and amidst the greatest enthusiasm the assembled multitude rose to their feet. This was greeted with tumultuous applause. A committee of two was then appointed to communicate the action of the convention to Mr. Martin by telephone. Telephone connection with Mr. Martin's residence could not be made up to the close of the convention. A. A. McLean, Esq., of Charlottetown, was elected, and Dr. Roderick McNeill was also nominated. A ballot was then taken, when it was found that out of 240 ballots cast, Mr. McLean received 199 and Dr. McNeill 41. On motion of Dr. McNeill Mr. McLean's nomination was made unanimous. Mr. McLean was then called to the platform when the nomination was tendered him by Mr. Crabb, presiding officer and accepted by Mr. McLean amidst thunderous applause. Mr. McLean then addressed the meeting thanking those present for the splendid nomination he had received and dealing in a masterly manner with the great question before the electorate of the Dominion at the present time. Rousing speeches were also made by Dr. McNeill, William Campbell, Esq., and others. The convention then closed with cheers for the Conservative party and for the candidate.

Our Ottawa Letter.

THE WEEK IN PARLIAMENT. Another week has been devoted to the Grand Trunk Pacific deal. For all practical purposes a week has been wasted. The government is as sublimely ignorant now as on July 30th, in so far as the details of its policy is concerned. Nobody seems to know much about the measure. The mountains of information promised by the government have dwindled into ant-hills.

Hon. J. Israel Tarte, ex-Minister of Public Works, came out fairly and squarely against the policy of the government. Mr. Tarte was the recognized authority of the government on the transportation question. He is satisfied that the Grand Trunk Pacific can never furnish relief for the freight congestion of the west, and supports the proposal of the great Conservative party. Mr. Tarte insists that the only solution of the transportation question is the joint utilization of Canada's railways and waterways. Like Mr. Blair, he desires the government to delay action and devote time to a careful consideration of the deal which is contemplated. His voice, like that of his fellow ex-Minister has been disregarded and Sir Wilfrid Laurier persists in pursuing his mad course.

Excellent speeches, condemning the Liberal policy and supporting the splendid solution of the transportation problem offered by Mr. R. L. Borden, were made by Mr. E. Gus Porter, West Hastings; Mr. James Clancy, Bothwell; Mr. A. C. Bell, Pictou; Dr. W. J. Roche, Marquette; Mr. Edward Hackett, West Prince; Mr. Richard Blain, Peel; Mr. A. A. LeFurgey, East Prince; Mr. T. I. Thomson, North Grey; Mr. Uriah Wilson, Lennox; Mr. Andrew Broder, Dundas; Mr. John R. Lavell, Leeds and Grenville; Mr. Alex. F. MacLaren, North Perth; Mr. E. A. Lancaster, Lincoln and Niagara, and Mr. David Henderson, Halton.

HOW WILL THE INTEREST BE PAID?

The Grand Trunk Railway is behind the Grand Trunk Pacific scheme and will guarantee the payment of interest on the amount invested by the government in the eastern section of the transcontinental road. This is said to be one of the best features of the Grand Trunk Pacific contract. But will it stand analysis? The Grand Trunk Railway's average earnings on its whole system, lying through thickly populated districts, are \$800 per mile. According to Hon. W. S. Fielding's estimates the cost of the Grand Trunk Pacific from Moncton to Winnipeg will be \$28,000 per mile. The interest on that amount at 3 per

cent will be \$840. It will therefore require all the earnings of the new railway, even if they are as large as on the best paying portions of the Grand Trunk system, plus \$40 to reimburse the government. Does any sane man suppose for a moment that the Grand Trunk can do this? And we must not lose sight of the fact that Mr. Fielding's estimate is a most conservative one. The Intercolonial railway, which passes through a much less difficult country than that through which it is proposed to project the Grand Trunk Pacific, cost \$53,000 per mile. The Intercolonial, too, was a poorly constructed road, while the Grand Trunk Pacific is to be up-to-date in every respect. Fixing its cost at \$53,000 per mile the interest will amount to \$1,590 per mile. How is the Grand Trunk to pay running expenses and meet this obligation with \$800 per mile? It is mere moonshine to expect it. The people will just be out the whole interest for years to come. Like other features of the deal this one is absolutely lacking in business principles.

THE COST CANNOT BE ESTIMATED.

The government's railway policy will involve this country in an expenditure which is simply appalling. Hon. A. G. Blair estimates the cost of the Grand Trunk Pacific to be not less than \$139,000,000, which does not include depreciation on the eastern section during the course of construction. In addition to this positive liability other prospective obligations must be considered. If the Grand Trunk fails to pay the interest on the government's expenditure, Canada becomes directly responsible for many more millions. In addition to this the Intercolonial railway, representing an investment of \$70,000,000 of the people's money, will be destroyed. It is idle, however, to attempt to arrive at a definite statement of the actual cost of this gigantic undertaking. The government is possessed of no data on which an intelligent estimate can be based. The Grand Trunk Pacific, from Moncton to Winnipeg, may cost from \$25,000 to \$100,000 per mile. Nobody can say where the government stands—and hundreds of millions are in the balance. The Conservative party is in no such position. They have a well developed and carefully thought out policy which will involve an expenditure of \$60,470,000. In return for the outlay the country will have property to represent it. The transportation question will be largely solved and many other advantages will follow. The Conservative policy has been fully explained and its cost estimated; the government scheme is still surrounded by mystery, and its cost is entirely problematical.

THEY ARE STILL IN THE DARK.

Seven ministers of the Crown, Sir Wilfrid Laurier, Sir Richard Cartright, Sir William Mulock, Hon. Sydney Fisher, Hon. Clifford Sifton, Hon. W. S. Fielding and Hon. Chas. Fitzpatrick have spoken on the new railway policy. Not one of the seven ministers has thrown a ray of light on the project. Not one of them can say within \$10,000,000 what the road from Quebec to Winnipeg will cost. They have been challenged time and again to do so but on every occasion have been forced to admit that the government has no surveys of the route over which it is proposed to run the new trans-continental railway. Nothing is known as to the grades that will be encountered. There is no data as to the character of the country to be traversed. The line may have to cross mountains, lakes, rivers and swamps for all the government knows. Yet away they go plunging into the dark. Two of their former colleagues (Hon. A. G. Blair and Hon. J. Israel Tarte) have pleaded for delay and deliberation before the credit of the country is pledged to support a deal of which so little is known. But Sir Wilfrid Laurier refuses to adopt common sense business methods. He has promised his friends to pay up and his friends in return are willing to hand back a certain amount for campaign purposes. That is why the Premier persists on remaining in the dark. But the day of reckoning is coming and the people of Canada will bring light to bear on the project, when the government has sufficient courage to appeal to the country.

ASHAMED OF THEIR CONDUCT.

The British government is anxious to have a report of the proceedings of the Colonial Conference published, and all the parties to the convention, with the exception of Canada, have consented to this being done.

Sir Wilfrid Laurier refuses point blank to allow the world to know what he and his associates proposed at the Conference. What is the cause of this secrecy? Has Sir Wilfrid advocated another of his famous policies? The representatives of Cape Colony, Australia and New Zealand are not ashamed of their conduct at the meeting of the Empire's statesmen, but the same cannot be said for Canada. Perhaps the delegates from this country used threats towards the Mother Country which they are ashamed of. Or did they promise trade concessions which would operate against the best interests of the country? It is a pitiable spectacle to find the men at the head of Canada's affairs afraid to face their constituents. Canadians will not feel proud of the situation.

PERSONAL ABUSE INSTEAD OF ARGUMENT.

Hon. A. G. Blair, ex-minister of railways, who had the courage to retire from the Laurier government rather than support the Grand Trunk Pacific deal, is the object of the most abusive tirades from his erstwhile friends. Mattered by Mr. Blair's scathing denunciation of the scheme to present \$100,000,000 to Senator Cox, the government's supporters have abandoned reason and argument in support of their policy, and substituted a systematic line of attack on one whom they were ever ready to applaud. Mr. Blair has been described as black and putrid. Improper motives have been imputed to him and are offered in explanation of his resignation. The same policy is being pursued in Mr. Blair's case, as was adopted in Mr. Tarte's case. Both men have been blackened as far as their weak opponents could blacken them. But Mr. Blair has placed before the country an argument against the Grand Trunk Pacific, which no minister of the crown or no member of parliament has attempted to answer. What the people of Canada want is sound reasoning—not blackguardly attacks which mean nothing and carry no weight. If the government's policy has merit, why not stand by it, defend it and fully explain it? Why descend to tactics which have disgusted the best elements in Canadianism? The conduct of Sir Wilfrid Laurier in descending to the lowest levels of abuse serves to prove the extreme weakness of the government's case.

ONLY PARTIZAN JOURNALS SUPPORT IT.

The best evidence of the feeling of Canada in regard to the respective railway policies of the Liberal and Conservative parties, is to be found in the editorial columns of the independent press of the country. Without a single exception, those papers condemn the Grand Trunk Pacific scheme as an extravagant one, determined on without due consideration. For the opposition policy, which calls for a railway to be owned by the people and operated for the people, the independent newspapers have nothing but good words and commendation. Nor is this all. In leading Liberal journals doubts are expressed as to the wisdom of building the new trans-continental railway. More than that, they also applaud the Conservative proposal. In defence of the government's policy only the most partizan government organs have a word to say. Some of these have had to take back many sharp things, which were said in opposition to the Grand Trunk Pacific, before it had been definitely adopted and fathered by Sir Wilfrid Laurier. With such a preponderance of the opinion of the electorate against them, the government dare not appeal to the country. Instead of doing that, they propose to make a hard and fast contract with Senator Cox and others and with the rake off endeavor to buy themselves back to power. But the people can prevent this and if the present feeling throughout the country as reflected in the press can be taken as a criterion, the Liberal party will be swept from power at the coming elections.

THE CENSUS IS WORTHLESS.

The Public Accounts Committee has finished its inquiry into taking the last census. The evidence showed that the work was managed in a most disgraceful manner. The census has cost over \$1,300,000 to date. Witnesses responsible for large expenditures admitted on oath, that they had allowed accounts to be stuffed and certified as to their accuracy. These fraudulent practices were brought home to leading supporters of the government, one of the worst offenders being an ex-member of parliament. The Minister of Agriculture has not taken steps to make those who robbed the country return their ill-gotten gains. But perhaps the worst feature of the census is, that after spending such an enormous sum of money, Mr. Fisher has hardly a scrap of information that can be relied upon. Not only has the enumeration of the population been made in a loose way, but the statistics concerned with agricultural pursuits have been so tortured that they are worthless. Schedules numbers four and five were found to disagree in hundreds

of cases, whereas the figures should have been identical. In order to correct the discrepancies which were found at every hand, changes were made right and left without further inquiry. The result is that the census is useless for practical purposes. It is wholly unreliable, yet it has cost more than twice as much as any previous census.

Corner Stone Laying and Dedication.

The new Church of St. Mary at the Brae was dedicated on Sunday, last by his Lordship, Bishop McDonald, assisted by the pastor, Rev. Dr. Doyle, Rev. J. A. McDonald, F. X. Gallant, J. P. McGrath, E. Campbell, A. E. Burke and T. Gallant. After the dedication ceremonies solemn high Mass in the presence of the Bishop, was sung by Rev. Dr. Doyle, who also preached the dedication sermon. The discourse of the Rev. preacher was in the Dr. usual eloquent and felicitous style. At the close of the Mass, his Lordship, the Bishop briefly addressed the immense congregation, congratulating both pastor and people on the great work in which they are engaged in the erection of this beautiful church. The services were then terminated with the singing of a solemn Te Deum.

Rev. F. H. Gallant of St. Anthony's, with several members of his choir, reinforced the local choir and Rev. Theodor Gallant presided at the organ.

Trotting at Primrose Park.

The trotting race at Primrose Park, Peake's, on Wednesday last were most successful and the attendance was large. The gathering was most orderly and the events were, for the most part well filled. Fast time was made in more than one instance. The whole affair was highly creditable to the enterprising proprietor of the park, Mr. John H. Curtis, who is to be congratulated on the success that attended the gathering. The following is the SUMMARY. GREEN RACE. Purse \$20, \$10 to 1st, \$5 to 2nd, \$3 to 3rd, \$2 to 4th. Kittie Progress, owner M. Dixon, Pinette, driver, Curtis 1 1 1 Clara owner A. McLeod, North River, driver Chappells 2 2 3 Minnie Parkside, owner, D. Cannon, Pownal driver, Cannon 3 3 2 Nancy Hanks, owner, Lemuel Carver, Pownal, driver, Carver 4 4 4 THREE MINUTE RACE. Purse \$20, \$10 to 1st, \$5 to 2nd, \$3 to 3rd, \$2 to 4th. Jennie Lynn, owner, M. McPherson, Royalist driver, McPherson 1 1 1 Nancy M Grant, Westburns Corner, driver Curtis 3 2 2 Administrator Right, owner John Burns, Montague Cross driver, Burns 2 3 4 Sweet Marie, owner, James McEschorn, Hermitage, driver McCabe 4 4 5 240 RACE. Purse \$30. Charlie G. Owner, Owen Hughes Montague, driver, Hughes 1 Klontyke, Owner Jos. Fraser, Avondale, driver, Fraser 2

The fishing schooner Minnie M, Cook, arrived at Sydney on Monday from Grand Banks and reports that on the 23rd, August while twenty-three miles north by West of North Cape, P. E. I. during a heavy westerly gale, he took off Captain Maskell and five of the crew from the schooner Queen of the fleet, which was in staking condition, with sails and main rigging carried away.

Minard's Liniment relieves neuralgia.

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DIED

At the Charlottetown Hospital, on the 26th ult., of appendicitis, William McGuigan of Kell's Cross in the 22nd year of his age, leaving a wife and one child. R. I. P. At Palmer Road on the 21st ult, after a few days illness, John Perry, leaving a wife and family. R. I. P. At Five Horses near Head St. Peters Bay on the 22nd. ult, John, son of David Larkin, in the 17th, year of his age, May his soul rest in peace. At Forest Hill, on the 22nd, ult, Hugh Morrison, in the 39th year of his age R. I. P. At Dochester, Aug. 16th, Christina A., beloved wife of Hugh Campbell, formerly of Grand Tracadie, in this province. Her funeral, which took place from St. Peter's Catholic Church, Dochester, was largely attended by friends and relations. The deceased was well known for her many christian virtues. She leaves a husband, two sons and five daughters to mourn the loss of a good wife and mother. R. I. P. At Lower Montague, on the 23rd ult., William A. Poole, aged 72 years. Suddenly at the Montreal General Hospital, on Sunday morning, Aug. 30th, James Frederick Curtis, aged 34 years, eldest son of Jas. F. Curtis, of W. M. Customs, Charlottetown.

Itching Skin

Distress by day and night—That's the complaint of those who are so unfortunate as to be afflicted with Eczema or Salt Rheum—and outward applications do not cure. The source of the trouble is in the blood—make that pure and this scaling, burning, itching skin disease will disappear. "I was taken with an itching on my arms which proved very disagreeable. I concluded it was salt rheum and bought a bottle of Hood's Sarsaparilla. In two days after I began taking it I felt better and it was not long before I was cured. I have never had any skin disease since." Mrs. Ida E. Ward, Cove Point, Md.

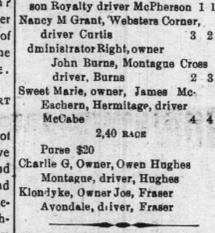
Hood's Sarsaparilla

rids the blood of all impurities and cures all eruptions.

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WEEKS' HATS

Are good Hats Special Value at \$1.00 Best English make, bought from manufacturers. We handle such a quantity of Men's Hats that we can buy direct from the best English makers—that ensures the very best value obtainable. Our \$1.00 Hats are equal to inferior makes, sold at \$1.25. Don't take our word for it; just walk around and see for yourself; you'll buy your Hat here in the end. We've the Best Showroom for Hats and Caps in Ch'town. Come and see our stock. It will pay you.

Weeks Men's Hats. Men's Caps.

We'll Sell You A SUIT FOR \$10.00! That would cost you not less than \$15.00 in any merchant tailoring establishment in this city, and we guarantee to give you A PERFECT FIT. This suit will interest you, as it is a value that is seldom offered. You have heard of W. R. Johnson's Clothing. This is one of their blue black clay worsteds, and it's true blue too, not of the kind that turns green after you have worn it a few times. The tailorings of this suit are of the same high class that characterizes all of our Tailor-Made Suits. Coats single or double breasted styles. Lots of other good suits that are like values. An immense stock of Boy's Clothing to choose from. There's a style for everyone's fancy, and a price for every purse. PROWSE BROS. The Wonderful Cheap Men.



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