

THE HERALD
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The Bridge and Railway.

We would call the special attention of our readers to the official statement of expenditure on the Hillsboro Bridge and Murray Harbor Branch Railway, published in this issue. This statement shows that the bridge up to 30th, April last cost \$970,702.60; and that \$523,594.54 is estimated as the amount necessary to complete it, bringing the total cost of the bridge up to \$1,494,097.14. The cost of the Branch railway up to 30th, April last was \$850,526.46. In addition to this, it is estimated that \$375,902.38 will yet be spent on it. This will bring the cost of the Harbor road up to \$1,226,428.84. Adding the cost of the railway and of the bridge we have \$2,720,525.940. This will be a rate of about \$55,000 per mile. What do our people think of that as a price for railway building in P. E. Island?

Vain Government Tactics.

The Government organ in this city is making a great ado about the supplementary estimates for this Province recently voted by the Dominion Parliament. That is just what was to be expected. It was for the purpose of diverting, if possible, the minds of the people from the Government's short-comings that this glaring attempt at deception was made. This feat of bringing the electorate with their own money at the end of a Parliament and on the eve of an election bears its condemnation on its very face. These appropriations are only on paper and intended to do duty until the excitement of the elections is over, then we shall hear no more of them. King's County is especially singled out for soft sawder by the Government organ. No doubt, King's County is a source of much panic and heart-burning in the inner circle of the Government party, and it is felt that extraordinary efforts at deception must be attempted in that direction. The sturdy electorate of King's are not for sale, and the Government and the Government organ will labor in vain in any attempt to advance their rotten cause in that section.

Our Ottawa Letter

"It is for the people to decide. Let them determine whether Canada shall have a Government owned railway or a railway owned Government." Mr. R. L. Bordon, announcing the Conservative policy of Government railway ownership.

THE WEEK IN PARLIAMENT.

The present session of Parliament is rapidly drawing to a close. The week resulted in the despatch of a lot of business and the members are anxious to get back to their homes. Another week will probably see the end of the last session of the present Parliament.

The resignation of Col. Gregory was made the subject of criticism of the Government's action in forcing politics on the militia. It was shown by the correspondence brought down that political intrigues are being worked in all directions in the interests of men who have a pull. In the course of the remarks, the Minister of Militia undertook to say that all militiamen, whether in or out of uniform, are responsible to him for their opinions. That means that men who have strong opinions are to be brought into constant conflict with the party in power. It is a policy that should be turned down hard.

Sir Richard Cartwright defended the appointment of J. B. Jackson to the responsible position of Canadian agent at Leeds. This man was caught red handed in some of the worst crimes ever revealed in an election trial. Jackson was publicly denounced as a criminal, yet he was sent to Leeds by the Federal authorities. The crime of perjury was glossed over by the Minister of Trade and Commerce. The opposition moved a resolution favoring appointments on the grounds of efficiency and character; it was defeated 70 to 47.

On the estimates for canals, it was shown that since the Liberal party came to power, the cost of operating the canal system, has gone up some hundreds per cent. Many useless officials have been

appointed, and many of these have actually no duties to perform. Supplementary estimates to the amount of \$11,839,270 were brought down. This makes the total estimates for the session, \$76,671,244, the highest by many millions in the history of Canada. Several minor Government measures were dealt with and advanced.

LIBERALS LOST TO DECENCY

No good citizen, no matter what his political opinions may be, will find cause to rejoice in the defence and exculpation of that notorious scoundrel, J. B. Jackson, who was appointed Canadian agent at Leeds in reward for his services in the South Oxford election protest. Jackson was denounced by the presiding judge in unmeasured terms. He was branded as a criminal. He was told to his face that he was the companion of jail birds. Mr Justice Street was moved by the outrageous revelations to observe that in his whole experience he had never seen anything as black. But with full knowledge of the facts before him, Sir Richard Cartwright gave this individual a position that should be occupied by an honest man and fixed the salary at \$3,000, and expenses. In Parliament Sir Richard rose in his place and absolved this judicially condemned jail bird from blame. The Minister of Trade and Commerce went further and expressed his pleasure that a man had been found who was willing to commit crime in the interests of the Liberals. Coming from Sir Richard Cartwright this is a little too much. This purist never loses an opportunity to denounce the corruption of the Conservative party when they were in power. He is most venomous in his attacks. But there never was under any party in this country, such an exhibition of out and out corruption as that furnished by this same minister. It is inconceivable that a person could be found who would so demean himself as to defend Jackson. But when that tool is discovered in the person of Sir Richard Cartwright, it is enough to make honest men think that there is no possible hope for the political future of Canada. If Sir Wilfrid Laurier, knowing the facts of the case, does not dismiss Sir Richard, the Liberal party is indeed lost to all sense of duty and decency. Jackson, too, should be recalled to at once and a respectable man sent to replace him. Imagine a respectable Canadian in Leeds being forced to do business with a man of Jackson's type. It is repulsive to think of it, and yet it is in his hands that the Government have placed such extensive powers.

MORE PRIVATE CARS FOR MINISTERS.

The Government is to add still another to the long list of private cars in which they and their families and family friends travelled from end to end of the continent last winter. They have taken possession of the car expressly built for the Duke and Duchess of York, on the occasion of their visit to Canada. Now they propose to expropriate the one used by the Governor General and that will be replaced by a new car. It will be remembered that during the first year of Sir Wilfrid Laurier's premiership, he refused to travel in a private car. He was none of your aristocrats, but a plain every day democrat. All this quickly changed and the private car habit has become a disease. During last winter, one car was sent to California with the family of a leading Intercolonial official. Sir William Mulock had the "Royal" car to Mr. X. Mr. Sifton had another down in the Southern States. Mr. Fielding and his friends had a junketing trip in the same direction. At Christmas, a private car was sent to Winnipeg to bring Mr. Sifton's father down to Ottawa for a holiday. Of course the country paid for all this. But there seems to be no limit to the thing. With another private car added to the list it will bring it up to six independent of the Governor General's new railway conveyance, and another to be built for the use of the Railway Commission. This of course means that more ministers will be able to be on the road at the same time and the bills be correspondingly larger. Still, as long as the people are willing to hand over the cash, the ministers will feel justified in building more and more cars. But from the present look of the political atmosphere the private car habit is likely to cease before many months.

MAKING THE MONEY FLY.

The "growing time" is with us never before. The Liberal party came to power pledged to reduce the expenditure by several million dollars. Some \$38,000,000, they declared, should suffice to carry on the affairs of Canada. Since the session opened they have asked Parliament to vote over double that amount for the ordinary purposes of government. The following estimates have been submitted this session by the Finance Minister: Main estimates \$62,935,335 Supplementary 11,839,270 Further supplementary 1,865,639 do do 31,000 Total \$76,671,244

SMALL POLITICAL POTATOES.

The course pursued by the Liberal party in respect of the farewell to Lord Dundonald was unworthy of any public body of men. The citizens of Ottawa, irrespective of party, decided to make the home going of the distinguished soldier an epic in his life. The services of the military

able events of Ottawa. If the people of the rest of Canada take the same view, the days of the Liberal party in power are numbered. That the electors are taking this course may be the salvation of the Militia forces; let it be hoped that such will be the case.

DUNDONALD'S PARTING INJUNCTION.

Lord Dundonald left behind him a warning that should not be lost on the people of Canada. Just previous to his departure from Ottawa, addressing the assembled thousands gathered to do him honor, he said: "Men of Canada keep your two hands on the Union Jack." Later he informed his listeners: "Men of Canada, I repeat, keep your two hands on the Union Jack." At Montreal, where the reception to his Lordship was in keeping with that of Ottawa, he spoke as follows: "Of one thing I feel certain, you have both hands on the Union Jack. If any man cuts your grip away, the militia will stand by you." These are significant utterances. They were made by the man who preferred principle to office. The day Lord Dundonald left Ottawa, the Minister of Militia laid it down as a rule of the militia that members of the force, even though they be on the retired list, in or out of uniform are amenable to the head of the militia. This means, if it means anything, that no member of the militia may express a political opinion, without the consent of the Minister of Militia. It means that the political liberties of all who join the militia are swept away. It means that in future all Conservatives should refrain from joining the militia, until the Minister of Militia states that he is not the sole director of the political opinions of men who undertake the defence of their country. Talk about militarism! That is it with a vengeance. It is no wonder that Lord Dundonald sounded his warning note. Let the people stop this policy before it has gone too far. Let them show the Minister of Militia that they, and not he, are the rulers of the militia of Canada. It can only be done with the ballot and the militia of Canada at the next election should give the Minister of Militia his answer in no uncertain language.

TO THE CANADIAN ELECTORS.

The greatest question in the next general election will be that of ownership by the people of the new Transcontinental Railway. This is the greatest question because the Conservative leader has given notice in Parliament that the electors return the Conservatives to power the people shall own the railway that is to be paid for by the country. It is not a question whether the Government shall spend millions in constructing or acquiring railways. It is the question whether the Government being already committed to the expenditure of about a hundred and seventy millions of dollars of public money, in building a railway shall own the line or give it away. If the people of Canada pay for the Transcontinental Railway they should own it. The people through their representatives will then— Control the routing traffic; Control the passenger rates; Control the freight rates. No Government would dare to route

HILLSBOROUGH BRIDGE AND MURRAY HARBOR BRANCH.

A RETURN FOR THE SENATE IN REGARD TO EXPENDITURES, ETC.

Table with columns: Sub-Division, DESCRIPTION, No. 1—Expended to 30th June, 1903, No. 2—Expended to 30th April, 1904, on amount of \$1,230,000, No. 3—Expended to 30th April, 1904, on amount of \$1,230,000, No. 4—Estimated Expenditure on amount of \$1,230,000. Includes Murray Harbor Branch and Hillsborough Bridge.

bands of the Capital were sought but the Government refused point blank to allow them to parade. Those of the bandsmen who held positions in the civil service were threatened with dismissal if they dared to show any courtesies to their late commanding officer. This meant bread and butter to the musicians, and after accepting engagements, they were forced to cancel them. Outside bands were brought in and Lord Dundonald received a send off such as no other man ever was tendered at the Capital. This was but a fitting answer to the narrow minded men who could not even be courteous to a man, who, in every sense, is a thorough gentleman and a brave soldier. The people are the masters of the ministers who tried to make things unpleasant for Lord Dundonald. They have shown that they do not approve the childish actions of those, who for the time being, can assume the role of petty tyrants.

Demonstration in Honor of Lord Dundonald.

Lord Dundonald left Ottawa on the 28th, ult, for Montreal on route to the old Country. The farewell demonstration in his honor at Ottawa surpassed anything of the kind ever seen in Canada. Forty thousand people turned out; bands of music and bands of pipes escorted him to the Station. The Mayor and City Council in carriages attended the great General. The General's carriage was drawn by four horses; but at a certain stage of the route the horses were detached from the carriage and long ropes were attached and these were managed by hundreds of stalwarts who drew the triumphant carriage to the station, amid the acclamations of the people. Many desired to have a share in drawing the carriage and offered large sums of money to those whose privilege it was to have the honor. Military and civilians vied with one another in doing honor to the departing hero. This was the answer of the people to the Government's efforts to prevent the demonstration. The Government and the Government press left nothing undone to prevent the occasion; but these attempts only aroused and intensified the determination of the people. Parliament was in session and Sir Wilfrid Laurier could hear quite clearly in the Commons chamber the cheers of the people for the hero of Lady Smith. A like notice in Montreal and everywhere he made his appearance until the steamer carrying him away passed out of hearing distance down the St. Lawrence. This is the answer of the people of Canada to Laurier, Frederick Borden and Sydney Fisher for their soley conduct towards the great General Lord Dundonald.

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the traffic to American ports; but the Liberal Government gives the Grand Trunk Pacific the right to route as they please and to charge as they please. The Grand Trunk people will route traffic to suit their own interests. It is to their interest to route the traffic to Portland. Shall we have a Government-owned railway or a railway-owned Government.

DIED

In this city on July 27th, 1904, Mrs. Michael McLean aged 44 years. R. I. P.

News of the War.

Chefoo, August 1.—The Japs occupy every position surrounding the besieged fortress of Port Arthur except Golden Hill. There has been heavy fighting for two days in the Marboos south of Kaicheng. General Kurapatkin is pressed by the enemy's forces on all sides. A very few days will decide whether he will fight or retreat. Tokio, August 1.—The correspondent of the Yei Tung says: The Vladivostok squadron passed the Buzurg straits on the way to Vladivostok at 1 o'clock today. Che Foo, July 29.—A junk containing thirty refugees from Port Arthur, who are all foreigners of the better class, arrived here to-night, having left Port Arthur on Thursday. The refugees report that exceedingly heavy firing by land and sea to the east and northeast of Port Arthur, occurred on Tuesday, Wednesday and Thursday of this week, and they express the belief that a general assault was begun Thursday. They say that this bombardment was the heaviest experienced since the beginning of the siege and that the Russian forts made very little reply to the Japanese fire. These foreigners confirm previous reports of the serious condition of the Japanese fleet. Field Marshal Margnis Oyama, accompanied by his staff, left Port Dalny on Tuesday. He is conducting the Japanese operations in person. The fresh meat supply in Port Arthur is exhausted. Only the troops are getting salt meat. Non-combatants are subsisting mainly on oatmeal and rice. Chee Foo, July 30.—Refugees from Port Arthur confirm previous reports that a general assault has been begun by the Japanese. They declare the Russians are sanguine that the Japanese could not succeed in capturing the place even with twice as many troops. The Russians, according to the story, are still hoping for succor from General Kurapatkin. They are unwilling to believe the reports of his defeat at Tachikiao. They confirm reports that the Russian fleet is unwilling to attack Togo on account of the mines which the Japanese place nightly at the entrance to the harbor. Ammunition is said to

be growing scarce and the large fort guns are not often discharged. St. Petersburg, Aug. 2.—A despatch from General Kurapatkin to the Emperor says: "All positions were retained as Simonschang when the fighting ceased at 5.45 p. m., July 31st. But I have not received reports of operations on our extreme right flank. We retained our position held by our eastern force at Yang See Pass. General Kollos commanding had chosen this point from which to watch the fight. The part of the battle near him was exposed to heavier fire than any other, and he was mortally wounded at three o'clock in the afternoon. He died twenty minutes later. Tokio, Aug. 2.—After two days fighting General Kuraki defeated the Russians in two separate actions at Yushniks and Tause Pass. London, Aug. 2.—A despatch from Tokio says that there is reason to believe that after two days fighting the Japs occupied Simonschang—thus cutting off General Stakelberg from General Kurapatkin's command. St. Petersburg, Aug. 2.—The report of Lieutenant General Conni Kello's death is confirmed. The General was killed July 29th while repelling the preliminary attack of General Kuraki's army on Yangsee Pass, thirty miles east of Sio Yang.

CANADIAN PACIFIC

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