

THE HERALD

WEDNESDAY, Dec. 16th, 1903. SUBSCRIPTION—\$1.00 A YEAR, PUBLISHED EVERY WEDNESDAY. JAMES McISAAC, Editor & Proprietor.

Mr. Fielding's Visit.

Hon. W. S. Fielding, Minister of Finance in the Laurier Government arrived here from Picton about ten o'clock on Monday evening, after a very rough passage. Certainly the Finance Ministers visit to our Province was coincident with cold weather and if all reports be true the weather was no more chilling in its blasts than the Minister's attitude towards the proposals laid before him for the removal of certain public grievances. Yesterday, the Minister was waited on in the old Legislative Council Room, and tendered a cordial welcome to our city and Province. After the usual formalities, representatives of the Board of Trade, the City Council and the Federal and Provincial Parliaments placed before him strong resolutions previously passed relating to a new Railway Station; the extension of the railway along our water front and an improvement in our telegraphic service. These resolutions were backed up by urgent and strong addresses on the part of the delegations present. In his reply the Finance Minister was very sympathetic; but terribly non-committal. We can convey to our readers no better account of the Minister's attitude towards these much needed public improvements than that given in the editorial columns of the Guardian of this day's date. Under the caption of "A Chilly Interview," our esteemed morning contemporary, among other things has the following: The interview with Hon. Mr. Fielding in the Council Chamber yesterday morning by the Board of Trade and prominent citizens was cordial enough as far as the preliminary greetings were concerned, but as to the reception accorded our urgent and reasonable requests, it was as chilling as the zero weather and the stiff December northwester howling outside. Our claims and wishes as to a central location for the new railway station and an immediate remedy for the telegraph grievance were clearly, courteously but firmly presented by Premier Peters, Mayor Warburton, President Messervy and Vice President Ratenbury of the Board of Trade and George E. Hughes, M. L. A. In this regard there was nothing more to be desired. Perhaps we should say that the objections of D. A. McKinnon, M. P. to the western site for the new station, against the manifest wishes of the great majority of our citizens, could have well been spared. It was the one discordant note in the presentation of our case. The Minister's reply was singularly bald and cold. Of course he expressed his sympathy, but as to doing or promising to do anything, like the priest and the Levite in the parable, he "passed by on the other side." He tells us we have "nothing to quarrel over" in the matter of the station site, let it go where it will, and that while the extension of the rails along the water front may be a desirable thing, there are many desirable things we have to do without. He does not see any way of overcoming the telegraph difficulty. There is a lion in the way. Of course he sympathizes with us, and some time in the more or less distant future the Government may have to consider the question of taking over the line. But the people of the west must also be considered. And some thing more has to be done than simply asking for a thing in order to obtain it! All of which is decidedly chilling. And as Mr. Fielding has been represented to be the best friend we have in the Cabinet at Ottawa, the ardor of ministerial affection for the Island just now could apparently be measured by a thermometer that only registers low temperatures. After considerable moves in a similar vein, the Guardian editorial winds up as follows: "If the telegraph grievance is to go on indefinitely, and the railway station to be placed where the people are determined not to have it, then the Liberal candidates here must carry a weight which will make it very difficult to reach the goal of victory. Still it is well to know what we have to depend upon." All this coming from an independent paper should surely set the people thinking regarding what may be expected from the Grit Government at Ottawa. Mr. Fielding and a number of his political friends went to Georgetown yesterday afternoon and returned last night. Today he goes west and will probably leave the Province tomorrow. He is not making public speeches during this visit.

We most respectfully ask our friends, who have not already done so, to be so kind as to send their subscriptions without delay. We wish to be candid with them and to say that if we did not need the money very badly we would not be so urgent in making the request.

Our friends would do us the greatest possible favor by sending their subscriptions during the next week. We beg of them not to place upon us the duty of calling on them. This we would be most happy to do, indeed, did time and circumstances permit. But as matters are this is a burden involving much time, inconvenience and expense that we feel sure our subscribers do not want us to assume. We shall esteem ourselves under a great obligation to them if they relieve our mind to this point by remitting now.

Our Ottawa Letter.

UNITED STATES RECEIVED MORE MILLIONS.

The report of Trade and Navigation for 1903, just issued, reveals a condition of affairs which should make good Canadians do a whole lot of hard thinking. It shows that the United States is becoming rich at this country's expense, at an unprecedented rate.

Much has been heard of the growth of trade with Great Britain since 1897. It has been truly gratifying and patriotic Canadians will one and all admit that the following figures indicate a healthy condition so far as they go:

Exports to Great Britain. 1903 \$181,202,321 1897 77,227,502

Increase \$53,974,819

Imports from Great Britain. 1903 \$58,896,901 1897 29,412,188

Increase \$29,484,713

Increase, Exports \$53,974,819

Increase, Imports 29,484,713

Net gain balance trade \$24,490,106

If Canadians had in their pockets this \$24,490,106, which represents the actual value of the increase in British trade for 1903 as compared with 1897, all would be well.

But when the United States returns are looked up the whole beauty of the situation is marred. Canada's dealings with the United States, in the two years referred to, were:

Exports to United States. 1903 \$71,783,927 1896 49,873,472

Increase \$22,410,455

Imports from United States. 1903 \$137,605,195 1897 \$1,649,041

Increase \$75,956,154

Increase, Exports \$22,410,455

Increase, Imports 75,956,154

Net loss balance trade \$53,545,699

This has the much vaunted Fielding tariff worked out in every day trade. While 1903 saw Canada \$24,490,106 better off than in 1897 as a result of her British sales and purchases, 1903 found her \$53,545,699 worse off than in 1897 in her dealings with the United States. That means that not only was the \$24,490,106 additional received from Great Britain sent to the United States to square up Canada's account with the latter country, but with it went a comfortable \$27,055,593 of good Canadian money. For every British dollar coming to Canada to pay for products of the farm, mine, fishery, forest and factory, Canada sent over two dollars across the border.

LIBERALS SHOWING THEIR HAND.

The Fortnightly Review publishes an article from the pen of Mr. Edward Farrar, in which the writer takes strong ground against the British preference and in favor of freer trade relations with the United States. Mr. Farrar, too, boldly proclaims that the day is in sight, when Canada will become an independent nation. He views Canadian loyalty as a something which tolerates for the present our British connection, and represents his views as

being those of the majority of Canadians.

The article is timely and points out to Canadians in no uncertain manner the true sentiments of the leaders of the Liberal party. Mr. Farrar is no less a personage than Sir Wilfrid Laurier's confidential political adviser. His was the master mind that conceived the Grand Trunk Pacific speech delivered in Parliament on July 30th last, by the Prime Minister. The Liberal literature with which the country has been flooded is the work of Mr. Farrar, whose headquarters are in the office of Sir Wilfrid Laurier in the Parliament building at Ottawa. What he says on any important public question, therefore, must be taken as being more than semi-official. His Fortnightly Review contribution is as clear an indication as to the policy the Liberal party intends to adopt towards Great Britain and the United States as can be had. Mr. Farrar, however, has fallen into grave error if he supposes that Canadians will consent for a moment to sacrifice their allegiance to Great Britain in return for Yankee domination—commercial or political. Yet, he must be credited with having done the country a great service in placing before it the opinions of his client Sir Wilfrid. The people will soon have an opportunity to pronounce on the reciprocity independence fad and it is as well to know how high in office are the real instigators of the new crusade for United States control of Canadian affairs.

SIR WILFRID'S TALK FORGOTTEN RECALLED.

November 24th was the date fixed by Parliament on which the Grand Trunk Railway Company was to deposit \$5,000,000, to bind the Grand Trunk Pacific contract. November 24th has come and gone, but the deposit has not been made, and therefore, the great National Transcontinental Railway, is for a time, at least, securely tied up.

The government is apparently awaiting the pleasure of the Grand Trunk magnates, to whom it undertook to present a \$151,000,000 railway, and in the meantime, if Sir Wilfrid Laurier is to be relied on Canada is suffering great losses each day the deposit is withheld. On July 30th Sir Wilfrid made this appeal to Parliament, in referring to the need for a second transcontinental line—

"This is our duty, it is immediate and imperative. It is not of tomorrow, but of this day, of this hour and of this minute. Heaven grant that it be not already too late; heaven grant that, by reason of delay, the trade of Canada is not diverted to other channels, and that an ever vigilant competitor does not take to himself the trade that properly belongs to those who acknowledge Canada as their native or their adopted land."

Conditions in Canada have evidently undergone a vast change since these words were uttered by Sir Wilfrid. Here is the spectacle of everybody waiting and yet there has been no rebellion among the people; no great diversion of trade from Canadian channels; the country is not standing on the brink of blue ruin; and even Senator Cox is patient. The position occupied by the government should serve to convince any man that Sir Wilfrid did not know what he was talking about when he delivered himself into the hands of the Grand Trunk Pacific promoters, who are now doing just about as they please.

ANOTHER MACHINE APPOINTMENT.

H. A. Little has been appointed to act for Canada in the negotiations with Russia for a settlement of the claims of Canadian sealers against the Czar. Who is Mr. Little? That is a question everybody has been asking. And no wonder! Russia will undoubtedly entrust her interests to an experienced diplomat whose familiar with all the subtleties of international law. Sir Wilfrid Laurier chooses a nephew of Hon. James Suberland, inexperienced beyond a short law practice in the town of Woodstock, to meet and repel the attacks of the titled Russian. The appointment might almost be treated as a joke, were it not that the interests of one of the most important industries of Canada are at stake. Looking at it in that light, Mr. Little should never have been mentioned for the position, even though he happens to be a relative of the Minister of Public Works.

It might be mentioned, too, that Mr. Little's appointment is the second one affecting a Woodstock man, does not do credit to the Laurier government. The notorious Jackson, of prison witness fame in the South Oxford election trial, who is to be Canadian agent at Leeds, also hails from Woodstock. Evidently a man's claim to recognition in that section of the country is in lack of qualification rather than merit. Mr. Little is in all likelihood a very estimable young man but when it comes to tussle with Russia, the public will agree that there is something more than good character and a relationship with a minister of the crown necessary to qualify the appointee for such a position of trust. But the "machine" must work.

CONSERVATIVES GET READY FOR REJECTION.

For several months Conservatives have been warned to organize their forces for a Dominion general election, and the wisdom of this appeal to be up and doing is becoming more apparent each day. There is no doubt as to the present intention of the government to go to the country at an early date, and the election pointers, which have been given to the Opposition forces for many days past, are now being used in Liberal circles. It is gratifying, however, to know that many Conservative candidates for the Federal house are already in the

field, but there are many candidates which have not as yet responded to the call to arms. These should at once arrange to have their candidacies selected. Not only that, but candidates should be appointed to perfect the work of general organization. The Conservative party must have learned by many bitter lessons that, on election day, with the Grit machine methods in full swing, too much attention cannot be devoted to securing as far as possible clean elections. St. James Division, West Huron, and Brockville are still fresh in the memory of the party which endured by the crimes committed there. And who can say how many ridings were quietly subjected to similar tactics in 1900? Only the Liberal leaders and the machine know. It is essential, therefore, that every precaution should be taken to prevent a repetition of the crimes when the next struggle takes place. In a clean election the Conservative force can win, but crime can only be prevented by hard work and thoroughly disciplined forces. Once again, Conservatives, heed the warning!

THE GREATEST OF ALL SCANDALS.

The Grand Trunk Pacific deal, which the Liberal party went into hysterics over a few months ago, is in no end of a muddle. The falling out between the promoters and the government is said to be due to greedy demands for a rake off by the managers of the government campaign fund. It would be real time to learn just what sum the "machine" expected or expects to receive. Sir Wilfrid Laurier pledged the country's credit for \$151,000,000 in order to pave the way for a generous contribution, and as the people of this country have become responsible for the payment of \$25 each, in the event of the deal going through, they should in all fairness be informed as to what percentage of the great amount is intended to corrupt the electorate. The deadlock between the manipulators of the scheme shows that some of those who expected to get the new road for a song left out of consideration the methods of the Grit financiers. It should also prove an eye opener to the taxpayers, whose properties were mortgaged without so much as a "barrel" in order that the part-barcasles might share in the spoils. That the government would undertake to expend \$151,000,000 simply to oil the "machine" is something almost impossible to realize. But it shows how utterly reckless and corrupt the administration has become in a short seven years of power. Canada is from all appearances fated to see with the greatest scandal in her history. If the promoters of the Grand Trunk Pacific remain firm in their refusal to be held up they will defeat a plot unrivaled in this country.

FINGERPOST OF GOVERNMENT'S RECORD.

The Liberal leaders are all on record against excessive taxation, but the report of Trade and Navigation, page 12, part 1, shows how their pledges have been violated. Customs taxation was denounced as legalized robbery, and Sir Wilfrid promised, that if he returned to power, he would at once lighten the people's burdens. This is how he kept his word:

Table with 2 columns: Year, Customs Taxes collected. 1890: \$24,014,908; 1891: 23,481,069; 1892: 20,550,581; 1893: 21,161,710; 1894: 19,879,822; 1895: 17,887,200; 1896: 20,219,906.

Total 7 years Conservative rule: \$146,695,355

Customs Taxes collected 1897 to 1903:

Table with 2 columns: Year, Customs Taxes collected. 1897: \$19,891,997; 1898: 22,157,788; 1899: 25,734,229; 1900: 28,889,110; 1901: 29,106,980; 1902: 32,425,332; 1903: 37,110,354.

Total 7 years Liberal rule: \$195,315,790

7 years Liberal rule: \$195,315,790

7 years Conservative rule: \$146,695,355

Increase: \$48,620,435

The Laurier government, therefore, by means of what it holds to be legal robbery, took from every Canadian family over \$49 more than if the Conservatives had been in power. And it must be remembered that this is only the portion raised by Customs. Inland revenue is responsible for still further increases. And the worst of it is that with such enormous sums at its disposal the government has no great works to show for the money, which has been scattered right and left.

AFRAID TO ENLIGHTEN THE PEOPLE.

The Laurier government, without the shadow of an excuse, is preparing for a general election. The party in power is at its wits end and has determined to endeavor to snatch a verdict from the electorate before the truth is fully circulated regarding the seven years of Liberal rule. The "Machine" in fact has interested itself in obstructing Conservative literature, and in so doing it has evidently had the support of Sir William Mulock, whose record in several elections, which resulted in exposure of rank corruption, is only too well known. Just before the close of the last session, the Postmaster General did his utmost to prevent opposition literature passing through the mails. In this little plot Sir William was badly worsted and only earned the disapproval of Sir Wilfrid Laurier, who promptly saw that Canadians would not stand for such unfair treatment at a time when thousands of government handbooks were being circulated, and Hon. Sydney Fisher's organ, the Montreal Herald, was being advertised at the country's expense. It has now come to light that thousands of copies of the speeches of Mr. R. L. Borden and Hon. A. G. Blair on the Grand Trunk Pacific deal have never reached the persons to whom they were addressed. Where have they gone? Hundreds of electors within a few miles of Ottawa are still awaiting their arrival. Evidently the government has debauched the postal service in an attempt to keep the people in the dark. Probably no severer con-

demnation of the Laurier cabinet could be offered than the story of this cowardly plot to prevent the dissemination of important statistics.

LAURIER AS A RAILWAY EXPERT. Nearly a month elapsed since the date fixed by Parliament for the deposit of \$5,000,000, by the Grand Trunk Railway Company to bind the Grand

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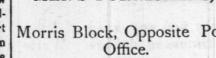
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For Rates, Dates and Time Limits of Excursion Tickets to Points West of Montreal, see nearest Ticket Agent, or write to C. B. POSTER, D. P. A., C. P. R., ST. JOHN, N. B.

Mortgage Sale.

There will be sold by public Auction at the Court House in St. John's on Saturday the 19th day of December, 1903, at the hour of twelve o'clock, noon, all the real estate, pieces of property, land and situate lying and being at Souris East, and bounded and described as follows: That is to say—Commencing on the eastern side of St. John's Street at the northwestern angle of land in possession of James Dumphy; thence along the northern boundary of said Dumphy's land sixty-six feet; thence northwesterly along the western boundary of land in possession of the heirs of the late Francis Levis one hundred feet; thence westwardly along the southern boundary of land owned by the heirs of the late John Knight one hundred feet; or to South-land street, afterwards thence along said street one hundred and sixteen feet to the place of commencement, containing an area of nine hundred and ninety-six square feet, a little more or less, and agreeable to a plan made of same by John C. Underhill.

The above sale is made under and by virtue of and pursuant to a power of sale contained in a certain indenture of mortgage bearing date the second day of January, A. D. 1903, made between Simon Chevre, of Souris, and Sarah Chevre, his wife, of the one part, and Alexander D. McDonald and John McDonald, doing business as Souris, of the other part, and the said mortgage is now assigned to and is now due and vested in the undersigned, and because of default having been made in the payment of the principal and interest secured thereby. Should the above land not be sold on the day of sale the same will thereafter be sold or disposed of by private sale on application to John McDonald, Auctioneer.

Dated the Second day of December, A. D. 1903. JOHN McLEAN, Auctioneer of the Mortgagee.

Dec. 15, 1903-21. Eneas A. MacDonald—P. J. Trainor, Macdonald & Trainor, Barristers, Solicitors, etc.

OFFICE—Great George Street, near Bank of Nova Scotia, Charlottetown, P. E. I. MONEY TO LOAN: May 20, 1903.



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