

A SURPLUS EVERY YEAR

Proud Record of Liberal Government --- Note-worthy Statistics.

Taxation Reduced—Public Debt Decreased Concurrently With Large Expenditures for Development of Country.

(Special To The Daily News)

Ottawa, May 16—A government that has been in power for 11 years, and is stronger in its personnel and more deeply rooted in the confidence of the public after the expiration of such a term, must have gained its enviable position by an unbroken line of pledges faithfully kept.

This is the position of the liberal government today. When the affairs of the country, which for years previously had been so mismanaged by conservatives, that business was at a standstill, emigration had practically ceased, and the population for some distance never satisfactorily explained, was dwindling or at best remaining stationary, the liberals were called upon to administer the affairs of the country.

Previous to 1896 a number of scandalous transactions had been unearthed and exposed to light. It had been found that public money had been squandered without any adequate return. Men in power had used their office and influence in directions calculated to bring advantage to themselves, and their public transactions had not consulted the welfare of the people. Public interests had been scandalously neglected for private gain, and even conservative cabinet men so divided against itself that the leader of the then government described his own colleagues as "a nest of traitors."

Under these circumstances there could be but one result, and that distinctly unfavorable to the people generally. After the clean sweep made in 1896 by the liberals under the distinguished leadership of the great Canadian, Sir Wilfrid Laurier, conditions changed as if by magic. He called to his aid the best men that the country produced, and from that time to the present, prosperity has reigned where distress previously adorned, deficits were turned into surpluses, the business of the country became vitalized, industrial affairs provided work for the artisan and laborer, and peace and content succeeded dissatisfaction.

Such results could only be achieved by honest, economical management of public affairs, coupled with an intelligent public policy wisely administered. That the people of Canada appreciated this was demonstrated very forcibly at the general elections of 1900 and 1904 when the liberals, with their record of trust faithfully kept, were before the people asking for a renewal of public confidence. The overwhelming majority given to Sir Wilfrid Laurier's government on those two occasions are matters of history.

The liberals during their first year of office succeeded in a considerable deficit of \$519,981, but by the next year all this had changed, and from 1896 to date, the liberal administration of public affairs has resulted in the following substantial surpluses:

1897-8	.....	\$1,722,712
1898-9	.....	4,387,749
1899-1900	.....	1,065,054
1900-1	.....	5,648,383
1901-2	.....	7,291,389
1902-3	.....	14,345,166
1903-4	.....	16,058,284
1904-5	.....	7,863,089
1905-6	.....	12,899,719
1906-7	.....	15,600,000

Total \$39,218,864

This satisfactory condition of affairs can only be accounted for by intelligent and honest management of the country's business. It supplies in addition the best possible evidence of the proper condition of the commercial affairs of the dominion.

If material advancement may be gauged by revenue, surely this item in the economic affairs of the dominion deserves attention, showing as it does the immense increase since the liberals assumed office. In the years 1899-1900 the revenue was \$39,897,926 under a conservative government. It fell to \$36,218,590 in 1898-9, also under a conservative government. What happened since the liberals assumed control in 1896? From that date to the present the revenue of Canada was as follows:

1896-7	.....	\$37,829,778
1897-8	.....	40,555,238
1898-9	.....	46,741,284
1899-1900	.....	51,028,284
1900-1	.....	52,514,701
1901-2	.....	58,050,790
1902-3	.....	63,037,068
1903-4	.....	70,863,818
1904-5	.....	71,182,772
1905-6	.....	80,139,360

What better or more convincing argument of economic development could be desired than this? It will be seen that the revenue actually decreased under a conservative administration but since the liberals came into power in 1896 the single year since 1896 have the revenues decreased, but have always increased until the total revenues have grown from \$37,829,778 in 1896-7 to \$80,139,360 in 1905-6. A most creditable and satisfactory circumstance.

It has been falsely alleged that the liberals have increased the tax rate. The fact is that the rate of tax has been lowered. In 1896 the public debt was \$258,497,432, in 1907 it is only about \$250,000,000. A very large increase, represented by expenditures on capital account, while the debt per

capita is largely decreased. In 1896 it was \$50.61 per capita, now it is only \$40.20 as the following table shows:	
Population	.....
1896	..... 5,064,285
1897	..... 5,107,918
1898	..... 5,162,121
1899	..... 5,218,299
1900	..... 5,272,268
1901	..... 5,328,205
1902	..... 5,413,370
1903	..... 5,537,500
1904	..... 5,711,342
1905	..... 5,890,677
1906	..... 6,085,330
1907	..... 6,330,000
1908	..... 6,442,581

1896—Total exports of Canada	.....	\$113,000,000
Today—Total exports of Canada	.....	256,000,000
1896—Total imports	.....	118,000,000
Today—Total imports	.....	234,000,000
1896—Duties collected	.....	20,000,000
Today—Duties collected	.....	46,000,000
1896—Goods entered for consumption	.....	110,000,000
Today—Goods entered for consumption	.....	290,000,000
Total trade of Canada	.....	575,000,000

During the past decade France's trade has increased 21 per cent, the United Kingdom 26 per cent, the Argentine republic 26 per cent, Italy 25 per cent, United States 47 per cent, Cape Colony 25 per cent, Japan 97 per cent and Canada 100 per cent.

The immense expansion of the trade of Japan during the past ten years has been a matter of common knowledge. The wonder of the nations, and yet Canada has surpassed Japan in the same period of time.

Mr. Fielding, when presenting his last budget speech made some allusions to the tariff changes that had been made and were proposed, among other things he said: "Just how far tariff legislation has a bearing on the growth and progress of the country, always has been, and always will be, a subject for differences of opinion. But so far as we are concerned, we have no doubt that we admit that a tariff policy of a country may have any effect on the progress and prosperity. I think all will frankly agree that the tariff of 1897 has been a most successful one. Our idea has been to encourage a large degree of tariff stability, not a slavish adherence to the tariff of 1897. But we have been desirous that the impression should go abroad that the government were not willing to hastily make changes, that they were rather slow to change, and that in that case only when a case became of extreme urgency would we undertake to make changes. In the second revision of the tariff its stability was kept intact."

The intermediate tariff has been so arranged that if a foreign nation wishes to trade with Canada and is willing to accept its tariff on certain Canadian articles in return for like concessions from Canada for its goods, the intermediate tariff will enable this to be done for a term of years. It is simply an inducement coupled with an invitation to other nations, that if they desire to trade with Canada, they must accept the intermediate tariff, which is the result of the liberal administration.

While the revenues have increased the public debt has been reduced. With greater revenues came greater burdens, inseparable from a fast growing country. The government has not only met the requirements of the people and met the requirements of expanding trade.

Public money has been wisely expended in this regard. Not to enrich the few, but in such a manner that all the people are benefited. This is the surest test of honest and wise administration, that public money is expended for the public interest and for the general good.

ADVANCE PRICE OF COAL

CONSUMERS WILL PAY MINERS THEIR INCREASE
CALGARY DEALERS HAVE ALREADY TAKEN ACTION

Calgary, May 16—Owing to being notified by the operators of the Bankhead mines, near Banff, of an increase in the price of coal, local dealers, claiming that they are only raising the price to what they have been raised themselves, have put the price of coal up from 20 to 25 cents per ton. The general raise at the mines is 15 per cent and the public will have to pay the price. The increase is likely to cover the new agreement made with the miners, so that the companies can keep on declaring dividends unimpaired by the increased wage scale. So far the other dealers have not notified the dealers of any increase, but it is expected the notice will arrive any day.

Mr. and Mrs. Anthony Turner and Mrs. W. B. Townsend returned to the city last evening after a six months' stay in the old country. They all declare that they are delighted to get back to Nelson once more and were pleased at the many kindly greetings and handshakes they received on their arrival off the Kuskanoosk last night. There are at the Strathcona Hotel the present Mr. Turner said they had been instrumental in inducing a party of five English people to come here. They were very anxious to see the city and were about, some of them wanting to go in for fruit ranching. On the way across the ocean Mr. Turner said they were detained three days in the ice and another couple of days in crossing the continent over the C.P.R.

DISLIKES DEBS' BRAND

BOISE JUROR'S VIEWS ON PRESIDENT DAY SOCIALISM
WORK OF SELECTING JURY STILL IN PROGRESS

(Special To The Daily News)

Boise, May 16—There was an afternoon session only of the court today in the Haywood case, the attorneys generally attending the funeral of former Judge Edward Nugent in the morning. Thirteen men were examined to secure one to fill chair number 2, vacated by the preemptory challenge of William Vanoradale yesterday. The man secured was Joel Matthews, a farmer. The defence then excused Mellen Priddy by preemptory challenge, and Frank Madden was called into the box as court clerk.

The men excused during the afternoon were all let off on prejudice, direct or implied, excepting one, who explained that he was not in good health and might be taken down with an attack of a disease of a chronic character, thus hanging up the case.

Among the men examined was James A. Pinney, a resident of this city for 40 years, and who served as mayor during the last administration. He had an opinion.

J. E. Clinton, Jr., cashier of the Boise city national bank, also had a fixed opinion.

Mr. Eichelberger, one of the leading orchardists of the valley, was another of the excused. When he took the stand he said he had formed an opinion of the defendant, but so far as he was concerned, he would not lay aside his opinion regarding the merits of the case. His opinion did not affect the prisoner personally. He approved of labor organization.

"You may examine," said Borah, and Richardson asked: "What is the cause of your prejudice?"

"I have no use for latter-day socialists," he answered.

"Latter-day socialists," repeated Richardson, with the accent on the "day." "They have nothing in common with the latter-day socialists."

"No, sir; I believe not. What I mean is Debs' socialism."

Richardson changed the juror on the ground that he preferred Borah. Borah asked the juror this question: "Do you think a socialist would commit murder quicker than any one else?"

"It is a question of opinion, I think in that regard," was the answer.

"We admit the challenge," announced Borah.

The most interesting feature of the day was the opportunity given visiting newspaper men to see Harry Orchard, the man on whose confession the evidence was based. One party went up to the penitentiary in the morning, another in the afternoon and the last this evening. The men of the press were interestedly listening to the man who had been brought into the wardens' office for the interviews and greeted his visitors pleasantly. This was the first time a newspaper man had been given an opportunity to talk with him since his incarceration. It was the understanding that he was to be asked no questions about the case of the accused men and none were asked. Orchard reiterated the request. He was well dressed and wore a moustache grown since his incarceration. Orchard said he had employed much of his time in reading. He has studied English history and the history of religion, including a life of Christ. In former times he said he had read trash, but no longer had a taste for such reading matter.

He stated that he walked much in the prison yard for exercise, but did not associate with the other prisoners. There were some men there, he said, who had come to digress through misfortune and he pitied them and talked with them in the hope of helping them.

Orchard was courteous to these interviewers and spoke frankly, and with such manifest earnestness and sincerity that he made a profound impression on his visitors. He was not nervous in a manner that he walked in a many manner that appeared strongly to the present. Orchard was asked whether any form of coercion had been brought to bear upon him by the warden. He replied there had been nothing of the kind, but everything he had told was of his own free will, without pressure of any character whatever. He said he did not wish it understood he admitted having made a confession, but he did wish it known emphatically that he had not been coerced. His treatment had been all that could be desired during the entire time of his confinement.

PLANS FOR NEW SCHOOL

COMPETITION WILL CLOSE ON MAY 27
REGULATIONS ADOPTED BY THE BOARD OF TRUSTEES

The full text of the rules and conditions governing the pencil sketch competition for the new public building, as settled by the trustees at their meeting on Thursday night, the publication of which was crowded out of yesterday's issue of The Daily News, is as follows:

It is proposed to erect a public school building on block 32, Nelson, blue prints of which are herewith submitted.

The entire cost of the building is not to exceed \$45,000. Architects' fees and furnishing not included in sum named.

The building is to contain 12 class rooms, 27x36x14 feet, assembly room, janitor's living rooms, and basement the full size of the building, the same to be not less than ten feet in the clear.

Basement to be stone laid in cement below ground; above ground to be of selected common brick laid in lime mortar. The superstructure to be of selected common brick laid in lime mortar.

Paris finish. Floors maple or Australian butt wood, or sap wood. Roof galvanized steel shingles. Dimension of lumber of local material. All inside finishing to be of cast material.

Heating to be by hot water. The plan to be of sufficient capacity to heat the entire building, including hallways and basement of old building. Sanitary arrangement and ventilation must be shown with special care—by separate plan, and in the tariff, but fully explained by accompanying memoranda. If competitors wish they may figure upon electric power without cost.

State clearly the number of square feet exposed glass surface for each room.

Drawings are to be accompanied by a memorandum explaining any points can be explained by drawings from an inspection of the drawings.

Note.—The new building is to be placed as close to the building shown by blue prints as possible, so that it will permit joining, if possible.

The general drawings are to be made to a scale of one-eighth of an inch to the foot. All drawings are to be lettered and figured to be plain and simple and to be confined to the names and sections of the rooms, written in the middle of each without explanations.

Drawings shall not bear any name, number or other mark by which they may be identified and shall be accompanied by a sealed envelope containing the name and address of the author.

Each competitor shall state the aggregate cost of the building, also his price for plans and specifications and price for plans, specifications and superintendence, the same to be based on the percentage of cost of structure. (The board will in all cases reserve the right to provide its own superintendence.)

All drawings must be sent to E. C. Arthur, Nelson, B. C., not later than 12 o'clock noon, May 27th, 1907, marked "Plans for Nelson School Building."

All drawings will be returned to a competent and impartial committee, as by their respective merit. The design considered to be the best will be selected, the author of which will be entrusted with the preparation of finished plans and specifications.

All drawings will be returned to their respective authors carefully packed and prepaid.

Drawings will be excluded from competition.

BIG IMPERIAL PROJECT

ESTABLISHMENT OF GENUINE FAST STEAMSHIP SERVICE
JOINT UNDERTAKING OF BRITAIN, AUSTRALIA AND CANADA

The Toronto News publishes the following special cable from its London correspondent about the proposed fast Atlantic steamship service, to which Sir Wilfrid Laurier has devoted so much, and which successfully, attention during his visit to England.

However fruitless the Colonial Conference may seem in some respects, there is now every reason to believe that it will result in the long hoped for establishment of a genuine fast Atlantic steamship service. Speaking in the conference on April 28th, Sir Joseph Ward advocated most speedily steamship service between these islands and the colonies. It was noticed that Sir Wilfrid Laurier applauded. A conference was held between Sir Wilfrid and the promoters of the Blackstock Bay-Halifax scheme, in which the Canadian premier betrayed deep interest.

Laurier suggested that the motherland give a quod pro quo for the preference by subsidizing fast steamship service, and of equal value to the colonies. Mr. Lloyd-George opposed this, but it made a direct appeal to the conference. Different dispatches from here have outlined the suggested formation of a new Atlantic steamship company, the commissioning of vessels which represent the latest development in naval architecture, with a speed of 35 knots, and able to maintain an average of 24; this service to be subsidized by the British and Canadian governments, each to pay probably \$1,000,000 per year for ten years.

It also involves the Australian commonwealth and New Zealand joining in the project by subsidizing the Pacific service, which would then be increased from 13 to 18 knots, and extended to take in New Zealand and Australia.

The scheme is a magnificent conception of the immense water power of the kind of imperialism. It should appeal to the whole of Canada, as it has appealed to Sir Wilfrid Laurier. And, despite the opposition of Mr. Lloyd-George, it is expected here that the British government will assent if the Canadian government will also agree.

It has long been recognized that the great bar to the fullest development of trade and travel between Britain and Canada has been the lack of a fast steamship service plying between the Canadian Atlantic seaboard and British ports. Most of the high-class passenger traffic between Britain and America is via New York. Most of the mail service is via New York. So that, notwithstanding the fact that Halifax is about 800 miles nearer Liverpool than New York, the want of fast service has diverted the bulk of the traffic away from Canadian ports to New York. While there are steamships plying between Britain and Canadian ports, the time consumed is from 12 to 14 days, which is too slow for business purposes.

The diversion of trade which this diversion of traffic away from Canadian channels has occasioned, it has diminished Canadian prestige and increased that of the United States. Canadians have labored under a severe handicap in competing for the trans-Atlantic trade. Generally it has retarded Canadian development to a serious degree, and the ratification of the present scheme should give enormous impetus to inter-imperial trade and travel.

The fastest boats from New York to Queenstown take five days; and from nine to eighteen hours. Assuming a 24-hour service between Halifax and Liverpool, the time would be reduced to four days, practically from one to two days—at least 20 hours quicker than the crack liners of the North German Lloyd, Cunard and White Star Lines, sailing out of New York.

This would establish a Canadian mail service quicker than the service via New York by at least one day. It would provide ample, rapid and prompt service for certain classes of perishable freight. The certainty of fast transportation by air, and with proper railway connections, would tend to an enormous development in this traffic.

From an imperial standpoint, the development of a fast service on both oceans would perfect an all-British route to China and Japan over British territory and in British ships, to which the all-British cable would be subsidiary.

It would, of course, be necessary to establish a fast train service from Halifax to New York and Montreal, the latter to connect at Montreal with the service to the American west via Toronto and Chicago, and with Vancouver and the Pacific steamship lines by the Canadian Pacific railway and Grand Trunk Pacific.

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GOOD FIELD FOR INVESTMENT

Trout Lake Mining Review Tells of Opportunities in the Province

As a field for investment, the Trout Lake district offers inducements which are unexcelled in the province. Surrounding the lake and tributary to it are vast stretches of virgin forest in which are to be found the finest kind of cedar, pine, spruce and hemlock. Reliable estimates have been made of the ground, estimate the merchantable timber at not less than 700,000,000 feet. While all this timber will not be manufactured, the logging operations have to be carried on which will bring profit to the mill of the Trout Lake business man. A large portion of the timber, however, is in the Trout Lake City by a company who will begin as soon as the snow is off the ground to erect an up to date plant.

The mineral resources are being developed in a systematic manner. The Silver Cup has proven to be a mine of exceeding richness. As depth is attained, the ore shows are proving to be permanent and of equal value to the surface showings. The lowest level of the mine is now nearly 800 feet, vertical depth, from the surface at which point the body of the mine is being developed. Broadview developments are proving up large bodies of ore which give employment to hundreds of men in the near future. This company intends to put in their own reduction works at some point on Trout lake which will add materially to the prosperity of the district.

We are informed that a Spokane company will during the summer harvest up the immense water power of the Leadeur river and supply electric power to the whole surrounding country, on practically the same lines as the West Kootenay Power and Light Co.

Another industry, which as yet is only in its infancy, but which has great possibilities, is the ranching, market gardening and of small fruits. The valley between Trout Lake and Beaton is fertile and rich and will add thousands of dollars annually to the wealth of the district.

As a summer resort and for tourist traveling the Leadeur presents an ever changing scene of beauty. In the valleys and on the mountains are found lakes and streams abundantly supplied with all kinds of fish, while higher up in the peaks and glaciers the lake can delight in gazing at the bluer game. Here the tourist can have a climate unsurpassed. No excessive heat, no mosquito pests everything that is lovely and nothing that is vile.

Yesterday morning Chief of Police Davitt of Trail brought over Gustave Bouchard of the smelter city charged with the wilful murder of David Hosker on Sunday last, and lodged him in the provincial goal, where he will remain until his trial at the fall assizes, next October. Bouchard is a fine looking man and seemed to feel his position very keenly.

CIVIC ACCOUNTS SHORT.
Syracuse, May 16.—The city treasurer has discovered a shortage in the accounts of the office during the term of E. F. Allen as treasurer. It is impossible to tell until experts report how large the shortage is. The investigation is being made officially into the improvement accounts.

CERTIFICATE OF IMPROVEMENTS.
The Erie and Erie Fractional Improvement Commission, in the situation of West Kootenay District—Located at Robinson creek.

TAKE NOTICE THAT I, J. Murray McGregor, Free Miner's Certificate No. 11015, intend, sixty days from the date hereof to apply to the Mining Recorder for Certificate of Improvement for the above lands. It is hereby notified that the purpose of obtaining Crown Grants of the above lands.

And further take notice, that action under section 27, must be commenced before the issuance of such Certificate of Improvements.

Dated this 2nd day of April, 1907.
J. M. MCGREGOR

NOTICE
NOTICE is hereby given that the regular annual shareholders' meeting of the Lucky Day Mining and Development Co., Ltd., of Erie, B.C., will be held at the Company's office in Erie on the 27th day of May, 1907, at the hour of 7 p.m. for the purpose of electing directors for the ensuing year and such other business as may come before the meeting.

S. L. MEYERS, President.
March 27, 1907.

EASY TO PUT ON
So simple is it to handle, any woman can decorate her own home with Alabastine. Went today for a book "Homes, Healthful and Beautiful," it explains how Alabastine is the cheapest, most healthful and most luxurious wall-covering.

Send ten cents for a copy of "Homes, Healthful and Beautiful," with many handy, new ideas for the decoration of your home. Alabastine is sold by hardware and paint dealers everywhere—a 5 pound package for 50 cents.

THE Alabastine Co.
WILLOW STREET, PARIS, ONT.

GREAT RAIL-WAY PROJECT

Line to Be Built From Fort Churchill to Port Simpson.

Will Shorten Route From Liverpool to Yokohama by 2,768 Miles and Open Up Rich Farming Country.

(Special To The Daily News)

Winnipeg, May 16—It is learned that a syndicate of New York and London capitalists has been organized for the purpose of building a direct line between Fort Churchill and Hudson's Bay, and Sir Simpson, on the Pacific coast. The proposed road, which is announced as a certainty, will shorten the route from Liverpool to Yokohama by 2,768 miles, and will open up a large north of any other transcontinental line. It will open up one of the richest farming and mining countries in the world.

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David B. May, former special agent of the United States department of the interior, in Alaska, is secretary. He spent 16 years in the great northwest investigating the possibilities of a railroad and it may be said that he is the founder of the new undertaking. "I have always believed that the plan was feasible, but I have had great difficulty in convincing the people that the northwestern country is warm and fertile," said Mr. May recently. "The country has been little explored and most people believe it to be cold and barren. It is just the opposite. The chinook winds sweep across the level land and the Japan current makes it almost tropical. I have never seen such crops of wheat as are raised in the northwest. The country is also wonderfully rich in minerals and there are millions of tons of ore as yet unexplored."

Our rail will be 1450 miles long. We expect to run trains from Port Simpson to Fort Churchill in from 30 to 35 hours. We have already obtained territorial facilities to build the line in six days expect to have our surveys in the field. This road will supply an almost direct route from Liverpool to Yokohama. From Liverpool to Churchill the distance is 3363 miles, and from Churchill to Port Simpson 1450 miles, and from Port Simpson to Yokohama 445 miles. This route is compared to the following other transcontinental roads: Liverpool to New York, 3406 miles; New York to San Francisco, 3200 miles; San Francisco to Yokohama, 5140 miles. It is thus seen that we save 2768 miles of travel.

"I would like also to state that Hudson's bay is open to navigation six months in the year and not frozen over most of the time, as is generally believed. We have contracts for two steamers, capable of carrying 25,000 tons, to run from Port Simpson to Yokohama, and have assurances from English capitalists that a line will be established from Liverpool to Churchill. The country this road expects to develop has 500,000 square miles of the best wheat land on the face of the earth. Forty bushels to the acre are taken off the farms. I have been all over the country on horseback and know every foot of it. Another advantage we have over other transcontinental lines is that the Rocky mountains in Canada are not as high as they are in the south. Where we cross the highest point is 2400 feet, as compared to from 8000 to 7000 feet where other roads cross. The climate is equal to the climate of Maryland. It is 30 degrees warmer than in Winnipeg. There are 250,000 Americans who went into the great Northwest last year and we expect two million this year."

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