

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 position of the liberal government 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 of some of the most satisfactory explained, was dwindling or at best remaining stationary, the liberals were called upon to administer the affairs of the country.

Previous to 1886 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 in their public transactions had not consulted the welfare of the people. Public interests had been scandalously neglected for private gain, and even conservative-minded 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 1886 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 abounded, deficits were turned into surpluses, and the business of the country became vitalized, industrial articles provided work for the artisan and laborer, and peace and content succeeded dissatisfactions.

Such results could only be achieved by honest, economical management of public affairs, coupled with an intelligent policy in the conduct of the government. That the people of Canada appreciated this was demonstrated very forcibly at the general elections of 1896 and 1904 when the liberal government was re-elected with a majority of 100,000 votes.

The liberals during their first year of office succeeded in reducing the 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:

Table with 2 columns: Year and Surplus Amount. Rows include 1897-8, 1898-9, 1899-0, 1900-1, 1901-2, 1902-3, 1903-4, 1904-5, 1905-6, 1906-7, 1907-8.

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 prosperous 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 1899-00 the revenue was \$39,897,926 under a conservative government. It fell to \$36,318,590 in 1896-7, also under a conservative government. What happened since the liberals assumed control in 1897? From that date to the present the revenue of Canada was as follows:

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 Vanordera yesterday. The man selected was Joel Matthews, a farmer. The defence then excused Melien Prude by preemptory challenge, and Frank Madden was called into the box.

The men excused during the afternoon were all set 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.

You may imagine during the day 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. Elcheberger, one of the leading orchardists of the valley, was another of the excused. When he took the stand he said he formed an opinion regarding the tariff in 1897, and he arrived at a verdict entirely based on the evidence and law. He was not opposed to capital punishment on circumstantial evidence.

Mr. Elcheberger, 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 admit that a tariff policy of a country may have any effect on the progress and prosperity, I think all will frankly acknowledge 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 every tier in the tariff but we have been deflected from the impression should go abroad that the government were not willing to hastily make changes, that they were ready to do anything in their power and only when a case became of extreme urgency would we undertake to make changes. In the second reduction of the tariff its stability was kept unshaken."

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 at a term of years. It is simply an inducement coupled with an invitation to other nations, that if they desire to enter into negotiations with Canada, they should do so on the basis of the intermediate tariff by the giving of compensating advantages.

While the revenues have increased the responsibilities of the government have been enlarged. With greater revenues came greater burdens, inseparable from a fast growing country. The government has had to meet 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 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 piper. The increase is likely to cover the cost of the increased price of coal, so that the companies can keep on declaring dividends unimpaired by the increased wage scale. So far the miners 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 are pleased at the many kindly greetings and handshakes they received on their arrival off the Kuskanook last night. They 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 away shortly and settling up 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.

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 for the formation of a new Atlantic steamship company. It was of a convincing nature. He said he could give the defendant the benefit of a reasonable doubt, but he was quite certain, he said, that he could not lay aside his opinion regarding the merits of the case. His opinion did not affect the prisoner personally. He approved of labor organizations.

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 socialists of the past," he said. "No, sir; I believe not. What I mean is Debs' socialism."

Richardson challenged the juror on the fact that he was not a native-born citizen. Borah asked the juror this question: "Do you think a socialist would commit murder quicker than any one else?" "It is hard to say, 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 in the Haywood case was based. Orchard was in the morning, another in the afternoon and the last this evening. The men of the press were intensely interested in the man who had written the 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 a story which he had told in his newspaper articles, and availed himself of his opportunity to read. He had studied English history and reading 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 had written the confession for exercise, but did not associate with the other prisoners. There were some men there, he said, who had come to digress through infortune and he pitied them and talked with them in the hope of helping them.

Orchard was calm throughout the interview, but frankly, and with a sincerity that made a profound impression on his visitors. He was not boastful in a many manner that appealed strongly to the present. Orchard was asked whether any form of coercion had been brought to bear upon him and he replied that he had not made a statement. 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.

MINING RECORDS

Certificates of Work, Bills of Sale and Locations Recorded Here

At the mining recorder's office on May 16, certificates of work were issued to John W. Moore on the Corona, near the Canon fraction, and to J. L. Waldeser on the Serro Verde, 2 years, to Napoleon Deharinos on the Colorado, and to the E. W. B. Pollard on the Bobs.

Locations were recorded by Gus RUSH OF IMMIGRANTS

(Special to The Daily News) Ottawa, May 16—The immigration department states that 25,000 immigrants arrived at ocean ports during the month of April, compared with 18,876 in April, 1906, an increase of 51 per cent. The outlook is that immigration will reach the 300,000 mark this year.

FATALITY AT GREENWOOD

MINER EMPLOYED AT MOTHER LODGE CRUSHED TO DEATH

JUMPED FROM LOADED ORE CAR ON WRONG SIDE

(Special Correspondence)

Greenwood, May 16—A fatal accident occurred at the B. C. Copper company's Mother Lodge mine, near Greenwood, on Wednesday about 1:30 p.m., when W. A. Clark, who was riding on one of the ore cars coming out of the tunnel, jumped off the wrong side and was severely mangled by being crushed against the wall. He was immediately taken by the Greenwood ambulance to St. Peter's hospital, where he died at 5:30 p.m.

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 the most speedy steamship service between these islands and the colonies. It was noticed that Sir Wilfrid Laurier applauded. A conference was held between Sir Wilfrid Laurier and the promoters of the Blackstock Bay-Halifax scheme, in which the Canadian premier betrayed deep interest in the project. On May 24 Sir Wilfrid Laurier suggested that the motherland give a quod pro quo for the preference by subsidizing fast steamship lines between Great Britain and the colonies. Mr. Lloyd-George opposed this, but it made a direct appeal to the conference. Different dispatches the formation of a new Atlantic steamship scheme of a fast Atlantic service, and an improved Pacific service.

It may now be stated authoritatively that a definite plan has been made, details worked out, and only waiting ratification by the two parliaments to consummate the greatest imperial project of many years. The plan involves the formation of a new Atlantic steamship company; the commissioning of vessels which represent the latest developments in naval architecture, with a speed of 25 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 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 service between the 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 is New York, the want of a 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.

Besides the loss 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 remained in the hands of British and Canadian ships, but 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-knot 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 on fixed dates by steamers, properly equipped, 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.

The dominion, as well as various interests domiciled there, have expended vast effort on the development of Canadian ports and Canadian channels of transportation. It is obvious that the establishment of the Atlantic fast line and the perfection of the railway service.

LATEST GOLD STRIK

Edmonton, May 16—A great gold strike is reported from Omicron river, B.C.

WHEAT PROSPERITY

Late Spring Has Seeding and Area Will Be Restrict

Increased Acreage in Barley Oats, Which at Present Price Repay Farmers—Immigrant

(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 Fort 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, as it will be built north of any other transcontinental line and will open up one of the richest farming and mining countries in the world.

The Fort Simpson and Eastern Railway company, which is to build the road, is capitalized for \$100,000,000. 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. In the northwestern country the 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 fine asphalt."

Our road will be 1450 miles long. We expect to run trains from Fort Simpson to Fort Churchill in from 30 to 35 hours. We have already obtained territory and facilities at both places, and in six days expect to have our surveyors in the field. This road will supply an almost direct route from Liverpool to Yokohama. From Liverpool to Churchill the distance is 3263 miles and from Churchill to Fort Simpson 1450 miles, and from Fort Simpson to Yokohama 2300 miles. From Liverpool to Yokohama, the distance is 10,000 miles, compared to the following other transcontinental roads: Liverpool to New York, 3406 miles; New York to San Francisco, 2448 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 seven months in the year and not frozen over most of the time, as is generally believed. We have contracted for two steamers, capable of carrying 25,000 tons, to run from Fort 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."

Yokohama, May 16—The city treasurer has discovered a shortage in the accounts of the office during the term of E. H. 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 Eke, Eli and Eye Fraction, situated in the town of Greenwood, is hereby certified to I. J. Murray McGreggor, Free Miner's Certificate No. 1015, intend, sixty days from the date hereof to apply to the Mining Recorder for Certificate of Improvement for the purpose of obtaining Crown Grants of the above claims.

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. MCGREGGOR

NOTICE

NOTICE is hereby given that the regular annual shareholders' meeting of the Lucky Boy 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.

BISHOP'S VAST JURISDICTION OVER 400 SQUARE MILES

(Special to The Daily News) Winnipeg, May 24—The end bishop Reeves, of Manitoba, is spending a few days in touring after the fashion of a prospector. A time he sees nothing but Eskimos. His jurisdiction covers about 800,000 square miles of the northland, and of the whole dominion. Within 12 months he has travelled a York boat, 100 miles across the northland, travelled miles by steamer on the steamer, was towed 300 down the Peace river to Chipewyan, helped to pack 300 miles, travelled miles by steamer on the Chiver, 300 miles in the

GREAT RAILWAY 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.

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Advertisement for Alabastine Co. featuring a picture of a man and text: "EASY TO PUT ON", "So simple is it to handle, any man can decorate his own home with Alabastine. Write to-day for our new book 'Homes, Healthful and Beautiful.' It explains how Alabastine is the cheapest, most healthful and most luxurious wall-covering."