

THE HERALD

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JAMES MCISAAC,
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A Bad Record.

In our last issue we showed how wide apart were the promises and performances of the Liberal party, now in power in this Province. To prove their insincerity and absolute failure to fulfill their pre-election promises, by corresponding performances after reaching power, we gave the figures of the public expenditure for the years they have been in office. These figures show how vain, false and misleading were the promises of economy and reduction of expenditure made by Mr. Frederick Peters, before the election of 1893. The annual expenditure has gone on increasing ever since 1891, as we showed in the table of figures for these seventeen years. Not only did our Liberal friends increase the annual outlay, but they failed to meet this ever increasing expenditure by sufficient revenue, although they have been extracting immense amounts by way of taxation from the people's pockets, as we shall presently show. All their promises of economy and retrenchment have been frittered to the winds by their reckless and extravagant performances, and huge annual deficits have been the result of their mismanagement and deception. These deficits, as we showed in our last issue, have reached, in the aggregate, over \$900,000. While the Liberal Government were rolling up this mountain of Provincial debt, they were bleeding the people, by way of taxation, at the following rates:

1894	\$45,182.91
1895	47,662.75
1896	48,450.96
1897	46,785.39
1898	46,269.97
1899	58,818.68
1900	57,453.44
1901	66,429.33
1902	84,229.27
1903	79,663.32
1904	76,941.79
1905	80,813.98
1906 (9mos.)	34,189.40
1907	83,368.72

These taxation figures aggregate almost \$855,000 and represent an average annual taxation of about \$61,000. \$900,000 in deficits and \$855,000 in taxation make a pretty bad showing, for a party that promised to economize the public expenditure and keep the day of taxation far off. That is how the case stands, according to the figures supplied by their official reports. Still, this Government and this party have the temerity to come before the people and ask for a renewal of confidence. It surely requires extraordinary nerve to face the people, with such a record as this.

The tale of the Government's recklessness, extravagance and deception has not all been told, by any means. A debt, public or private, is fairly measured by the interest paid thereon. If you know the amount of interest and the rate per cent, you can easily calculate the principle. In the case of the Provincial debt, the Government are not paying a uniform rate of interest, but a fairly approximate conclusion may be arrived at by a consideration of the total interest. In view of these considerations a perusal of the following table of interest will be found most instructive:

1889	\$ 615.38
1890	2,697.44
1891	7,075.14
1892	6,549.71
1893	10,197.37
1894	14,813.78

Referring to the nature of political meetings in Nova Scotia, addressed by some of the leaders of the Liberal party, the Patriot is pleased to remark that they were extremely lively and in "striking contrast" with "the lukewarm audiences which greeted Mr. Foster during his tour in the Provinces." These statements of the Patriot about "lukewarm" meetings must be intended by the Patriot for foreign consumption, as it very well knows that Foster's meetings in this Province were among the most magnificent and enthusiastic ever held here. No Liberal had the temerity, during, or immediately after, these meetings to refer to them as "lukewarm" affairs. But it is evidently part of the Patriot's game to keep on lying in the hope that some one may be deceived.

The Federal Elections.

According to advices from Ottawa, the dissolution of the Federal Parliament is at hand, and the general elections for the House of Commons are likely to be held on either the 28th or 29th of October, six weeks hence. This does not leave any too much time to complete preparations for the contest, and the Opposition should make the best possible use of these weeks, to perfect organization, complete lists of voters and arrange all necessary details for the day of battle. The Government forces, accustomed to exploiting the public resources and raiding the Federal treasury for political advantage and selfish ends, may be depended upon to make free use of the people's money in their endeavor to secure their election. It, therefore, behooves the Opposition candidates and their friends to be on the alert, and to keep a watchful eye on the movements and operations of the Liberal workers. In a fair unbiased appeal to the people, on their record and on their fidelity to their promises, the Government could not hope to win. The people left free to choose, untrammelled by pressure and promises of material gain, and not unfrequently of large cash donations, would not long hesitate to vote out the extravagant, corrupt and hypocritical Laurier Government. But the grafter, the middleman and the rake-off man, in consideration of fortunes already made out their operations with the Government, and with a lively sense of great favors to come in the future, will be much in evidence and will be busy in the employment of human devices on behalf of their masters. These are some of the things the Opposition will have to contend with, and to meet which, the utmost vigilance will be required. We have a good cause, a good record and a good leader. But we have to fight an unscrupulous, hypocritical and corrupt combination, who will stop at nothing to gain their object. Let us, therefore, be up and doing. Let every lover of good government be prepared for vigilance, for labor and for sacrifice, and with a united effort; a long pull, a strong pull and a pull altogether, we shall down the enemy.

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Mr. Borden and Sir Wilfrid Laurier, the respective leaders of the two great political parties in Canada have opened their platform campaign; but under auspices and in fashion strikingly in contrast. Mr. Borden held his first meeting at Bridgewater, a Liberal town in Nova Scotia, Sir Wilfrid held his at Sorel, a stronghold of his own party, where there are many hundreds of Government employees. Mr. Borden, Leader of the Opposition, discussed and supported the Conservative platform, and dealt forcibly with the Government record. Sir Wilfrid talked about himself, boasted that his government had done great things to make Canada conspicuous, but avoided details of these great performances. Sir Wilfrid tried to establish the notion that he is the creator of Canada, and that he would just like a little more time to put the finishing touches on his handiwork. Mr. Borden's speeches were those of a statesman, who grapples with living issues. Sir Wilfrid's declarations were those of an oily opportunist; a cringing sycophantic hypocrite. That is the difference between the two leaders.

The Sorel Speech.

As a campaign utterance the speech delivered by Sir Wilfrid Laurier at Sorel on Saturday falls far short of what might have been expected from a leader of a party seeking renewal of power after a trial of twelve years in office. There is not in it from start to finish a note of inspiration fit to kindle the enthusiasm of his followers. Resolved into its concrete elements it is a bare declaration that the Liberal administration has not been nearly so bad as has been pictured by its opponents, and a final appeal to Quebec to return Sir Wilfrid to office in order that he may enjoy the final triumph of completion of the Grand Trunk Pacific railway. The rest is mere adulation and repetition of preposterous claims. The electorate is told that the Liberal party in 1896 found Canada "an insignificant colony forgotten by France," hardly noticed by the rest of the world, and that today, thanks to the Laurier Government, "it is the brightest jewel in the British Crown." Could language be devised that more completely ignores the facts of Canadian history? That the Dominion has progressed in the past ten years is a matter of pride to every citizen of Canada, but thus to minimize the grand work of Confederation in which great men of both political parties participated; to deny the achievements of those who connected the scattered provinces of British North America by a transcontinental railway, opening up to settlement the vast territory of the West; to ignore the establishment of an independent waterway from the head of navigation to the Great Lakes to the limit of sea-borne traffic on the St. Lawrence, is surely not the part of statesmanship. The vainglorious boast that it was left to a Liberal government to "subsidize steamship lines between Canada and England," takes no account of the fact, that in 1896 Canada was subsidizing steamship lines on both the Atlantic and the Pacific, and of the equally well known circumstance that while private enterprise, to meet the requirements of growing traffic, has improved the service on the Atlantic, the steamship service on the Pacific is comparatively less efficient than it was twelve years ago. And what could be more unfair than to attribute to incompetent government the slackened trade conditions of 1893-4, while ascribing the existing commercial stringency to "world-wide depression?" Yet that is the sort of argument—if argument it can be termed—upon which Sir Wilfrid Laurier's lieutenants are instructed by his Sorel speech to pattern their platform of divergence in the government's future management of an intelligent electorate for renewed lease of power. That Sir Wilfrid should have eliminated from his address all reference to the enormous additions that have been made, and are unfortunately accruing to the public debt, as the result of expenditures which outgrew phenomenal revenues, is not so much to be wondered at as archaic sneers at the opposition because it has been their duty to call a halt to enhanced extravagance in the face of diminished income. But what the prime minister might well have omitted from his speech was his allusion to the opposition policy as one of "searching out petty scandals." For if ever there was justification for the active work of an opposition in parliament it was in the revelation of wholesale graft which have resulted from the investigation of the public accounts committee. Sir Wilfrid makes a huge mistake if he thinks to deepen public conscience against the offence of alienating the public domain for the benefit of political supporters, and of tapping the treasury for the benefit of middlemen by referring to such crimes as "petty scandals."

In his Sorel speech Sir Wilfrid Laurier has once more shown himself the imitator rather than the originator. Just as he sought to emulate the policy of constructing a great transcontinental railway which helped to make Sir John Macdonald famous so now he is striving to imitate the "last appeal" which Sir John Macdonald made to the Canadian electorate in 1891. But the issues are as wide apart as the men themselves. The construction of the Canadian Pacific, was a national necessity, the building of the Grand Trunk Pacific, as was charged on the floor of the house by the minister of railways of the day, was largely a party political undertaking. And it was not to see the completion of such an undertaking that Sir John Macdonald made his final appeal to the electorate in 1891, but to save Canada from taking the initial step to annexation, as Edward Blake declared when rather than sanction it he left the Liberal party on the eve of the elections of that year.—Ottawa Citizen.

When the Mauritania left New York for England Wednesday 2nd inst, it carried the Rev. John J. Wynne, S. J., Editor of the Messenger, and one of the board of editors of the "Catholic Encyclopedia." Father Wynne was on his way to the Eucharistic Congress in London where he would meet many of the European scholars who are contributing to the Encyclopedia, and with whom he wished to get in personal touch. After the congress he is to visit Paris, Rome, and other educational centers of Europe with a view to enlarging the array of savants who are writing for the "Catholic Encyclopedia."

This is the caption of a folder issued by the Grand Trunk Railway System and sent free on application to any agent of the company. It is descriptive of the beauties and attractions of the mountain districts of the New England States and the Atlantic Sea Coast. The sea coast resorts are among the finest on the American Atlantic and those who have never enjoyed a few days by the sea have yet an experience worth having to look forward to. The Grand Trunk Railway System runs through Pullman Sleeping Cars from Chicago, Toronto, etc., and solid trains with Parlor-Cafe-Library Cars on night trains between Montreal, Portland, Old Orchard and Kennebunkport.

Pierce Forest Fires.

Brush fires surrounded Port Arthur and Port William, and all the fire-fighting appliances of the two cities engaged in fighting the flames on Friday last. The fire between the cities threatened to reach the town, but was finally extinguished. At the Union, the Indians had a hard fight to save their village. The fire got right up to their back yards and the men had to struggle to save their homes. The whole country east and west is ablaze, and the fire is gaining along headlong, being fanned by heavy breezes. At Thunder Bay, the whole section is lighted up with the flames. East of there, along the C. P. R., the worst forest fires in the history of the country are raging, and thousands of dollars worth of timber is ablaze. Along the north Central several villages are threatened. The fire is only a short distance from the village of Hymers, and the people are very anxious. From the international boundary to Hymers, a distance of thirty miles, the whole country is ablaze. The American reports great bush fires between Pigeon River and Grand Marais. The captain said that he had seen twenty distinct fires en route. Grand Marais is surrounded with fire and all the women and children will be taken to Oshkosh. The people along the shore are in a frenzied state. At the reservation all the lumber camps have been burned, and the people had to flee to the lake to save themselves from the awful heat.

Last Saturday evening the reflection of bush fires in Oxford district was observed from Sherbrooke. Q. The mill and boarding houses of Fletcher Bros. were threatened and it was reported that evening that the boarding house was destroyed and every effort was being made to save the Mill. Fletcher's limits were also threatened and the fire got close to the boarding house. The people along the shore are in a frenzied state. At the reservation all the lumber camps have been burned, and the people had to flee to the lake to save themselves from the awful heat.

Railway Accident.

Three persons were injured and thirty-five passengers shaken up when an express car on the Atlantic Shore Line Railway crashed into the rear of an open passenger car bound from New York Beach to Dover, N. H., at Norton's brick-yard, late Thursday. John E. Hutchins, of Wells, Maine, motorman of the express car, had his foot crushed and sustained other wounds. E. Stickney, of Eliot, Me., and Mr. Rada, of South Berwick, Maine, who were riding on the rear platform of the passenger car, were bruised and

otherwise injured, but were able to resume their journey. The passenger car stopped to take on a passenger when the express car, forcing closely behind, came down the hill at a fair rate of speed and before it could be brought to a stop it struck the rear of the open car with considerable force.

Father Wynne Sails for England.

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New England and the Sea.

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DOMINION ELECTION.

Political Meetings—Queen's County.

In addition to the Meetings called by the Liberal Candidates, Messrs. Martin and McLean, the Liberal-Conservative Candidates, will address the electors at the following places, viz:

Kelly's Cross Monday, September 21st, 7 p. m.
Hope River Friday, September 25th, 7 p. m.
Wheatley River Saturday, September 26th, 7 p. m.

The Liberal Candidates are invited to attend.

ALEXANDER MARTIN,
A. A. McLEAN.

Sept. 16th, 1908.—li

A WORD BEFORE LEAVING.

"My meetings in Prince Edward Island have been entirely satisfactory. Each of the three places in which I spoke found the largest available hall crowded and the audience most intelligent and attentive. Nothing in the shape of disorder appeared at any place, and the patience of the people notwithstanding the heat and other discomforts was very pleasing. "I believe the people are thoroughly awakening to the condition of things, and to my mind the outlook for the Liberal-Conservative standard bearers in P. E. Island is very encouraging."

"Messrs. McLean, Martin and Lefur-gy, are abundantly deserving of the confidence given them in 1904. I know their work in Parliament, and it has been conscientiously and ably done."

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Ch'town, P. E. I., Aug. 26, 1908—4i

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