

THE CHARLOTTETOWN GUARDIAN

TUESDAY, OCTOBER 27, 1908.

BEFORE AND AFTER.

There are usually some extreme predictions on both sides on the eve of an election and the federal contest which closed yesterday was no exception. In no part of the Dominion were there wider differences between the opposing estimates than in our own Province, where each party claimed "a solid four" in advance.

In Nova Scotia some sanguine Liberals claimed "a solid eighteen" and "a solid thirteen" was claimed by some of the Liberal newspapers in New Brunswick. The Opposition were more modest and claimed to divide those two Provinces.

Quebec was less debatable ground, both sides conceding in advance a large majority for the Government. The Liberal press claimed a majority of forty-five to fifty, while the Conservative press hoped to see this reduced to thirty or thirty-five.

Ontario was much more doubtful ground, and the predictions on the Liberal side ranged all the way from a Conservative majority of eight or ten to an even divide. On the Conservative side it was freely predicted that the Opposition majority in that Province would offset the Liberal majority in Quebec.

In the North west Provinces the Liberal claim was at least eighteen seats out of the twenty-seven seats, while the Opposition hoped for a sufficient Conservative majority in Manitoba to offset the Liberal preponderance in Alberta and Saskatchewan, thus dividing the representation of the entire prairie country.

For British Columbia, both parties claimed a majority of the four seats in which polling was held yesterday, it being taken for granted that the remaining three seats in which the electors are delayed would go with the majority.

For the entire Dominion the latest estimates confidently put forward in the ministerial press of all the Provinces was a sweeping majority of seventy for the Laurier Government. The Opposition were much more modest and by no means so unanimous. A few predictions named twenty-five as a possible Opposition majority of all the seats, while other estimates ranged from eight to fifteen.

As a matter of fact, there was a general impression widely prevalent in both camps among moderate men that the Government would be sustained, but by a considerably reduced majority.

We recall these pre-election estimates in order that our readers may have the opportunity to compare them with the actual returns as in our news columns this morning.

THE TRANSCONTINENTAL.

A little more than a week before the election, and possibly with the object of influencing the vote, a powerful arrangement of the Transcontinental Railway scheme appeared in the Boston News Bureau, a well-established financial journal. This article was quite extensively copied by the Opposition journals in Canada, and although the statements therein were strongly denied they were not for want of time, effectually disproved.

In this article contrasts were drawn between the fixed charges now carried

by the Canadian Pacific and the Canadian Northern on the one hand and the Transcontinental on the other. It was affirmed that the Canadian Pacific's fixed charges are but \$850 per mile, the Canadian Northern's but \$710 per mile while the Transcontinental will be burdened with fixed charges of \$3,000 per mile. Hence in order to pay the interest on its cost the new road must earn four or five times as much per mile as its great Canadian rivals.

Here is an extract from this extraordinary article: "The Laurier Pacific will cost \$100,000 a mile for 2800 miles and \$37,500 for 800 miles of prairie section, a total of \$310,000,000, equipment will cost \$20,000,000 and the Port Arthur branch \$10,000,000.

In other words a grand total of \$340,000,000. This means interest charges of \$3600 a mile which the people who use the road or the taxpayers of Canada must provide forever. The Grand Trunk Pacific is obligating itself to pay \$3,000,000 a year of this, but as Grand Trunk Pacific will earn only deficits and as the government must provide these deficits, the frightful muddle and blunder of the Laurier Pacific becomes apparent. The Laurier Pacific is building in the wrong place, where it never can pay, and it is being built at three and four times the cost for which it should be constructed. The old Grand Trunk Co. will not be able to defray a dollar of the interest charges of \$13,000,000 a year, nor will it provide a dollar of the annual deficits.

The Grand Trunk people say they are not responsible for building this \$330,000,000 railroad in the wrong place and that the overwhelming cost is due to the politicians. They say it is impossible to earn operating revenue and they threaten to withdraw from operating, the Laurier Pacific, unless the government agrees to provide all the deficits and fixed charges.

If old Grand Trunk is to be held to its obligations for the Laurier Pacific, it means ruin. If, on the other hand, the government is forced to pay all the fixed charges and provide \$13,000,000 or \$14,000,000 or \$15,000,000 a year for the interest and deficits of a railroad that should never have existed save in the brain of Sir Wilfrid Laurier."

The Grand Trunk Pacific will undoubtedly prove a very costly road, much more so than was at first expected even by those who opposed it, but there is yet reason to hope that it will not turn out so bad as the Boston News Bureau has set forth.

The Guardian's platform, the Tunnel and a fair through freight rate, met with the approval of the great majority in Prince Edward Island. It is stronger than any party platform in this latitude.

The provincial campaign follows closely on the federal. Already a number of meetings have been announced in the different districts.

Nearly all of the eight candidates of both parties in this Province were pronounced Tunnel men and not one of them found the Tunnel a load to carry yesterday.

The last week of the election campaign closed with blizzard and snow storms in the prairie country. In Prince Edward Island and the Maritime Provinces generally splendid weather has continued throughout the campaign. Polling day was bright, calm and mild.

Fortunately we may hope that the provincial campaign will be more free from scandal charges than that just closed. The Government appeals to the country on its record of seventeen years past. The Opposition have to put out a platform promising better things.

In its yesterday's issue The Patriot began the publication in serial fashion of the prize list of the King's County Exhibition, which was held the last of September. Think of a daily newspaper waiting almost a month for Exhibition news!

Under the Nova Scotia registration act any person sending a false notice of a birth or a death to a newspaper is liable to a penalty of \$100. False notices of marriage sent to the press ought to bear an equal penalty. There is no meaner or more contemptible criminal than the one who sends to a newspaper a false marriage notice.

The language of the proclamation calling Parliament to meet is in one respect peculiar. It sets forth that the King, "being desirous and resolved as soon as may be to meet Our People of Our Dominion of Canada and to have their advice in Parliament, hereby summon and call together our House of Commons . . . there and then to have conference and treaty with the Great Men and Senate of Our said Dominion." The question arises, are not the Members of the Senate also "Great Men"?

New York has already paid out fifty-four millions for subways, and we read in the Brooklyn Eagle, that "the interesting thing about them is that they pay each year not only the interest on their cost, but are earning something each year toward the principal." These subways are laid beneath the streets at enormous cost. People have the choice to go above ground on foot, in carriage, or motors, or elevated railways or surface street cars, but still enough travel underground to pay two millions a year in interest on the cost of the subways, besides the cost of operation and a goodly sum toward the capital cost. Who says the Prince Edward Island Tunnel would not pay?

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Auction Sale

I am instructed by Mrs. J. D. Curry, Spring Park Road, to sell by Public Auction on the premises on Friday the 29th Day of Oct. 1908 at the hour of one o'clock P. M. her house and lot. The house has ten rooms and a shop. The lot is 40x60 feet with warehouse thereon. This is a splendid stand for a grocer and meat business. Will be sold cheap. Terms at sale.

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Public Auction

We are instructed by Mrs. Richard Saunders to sell by public auction, her property containing two lots with dwelling house and out buildings, all in good repair, situated on Malpeque Road, adjoining Spring Park, just outside city limits. Sale will take place on Wednesday, Oct. 28th, 1908, at 12 o'clock noon. Terms at sale.

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