

# THE LIBERAL.

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[Single copies, 3 cts.]

VOL. XVII. RICHMOND HILL, THURSDAY, MARCH 7, 1895. No. 36

**"The Liberal"**  
IS PUBLISHED EVERY  
THURSDAY MORNING  
AT  
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## Our Ottawa Letter.

"What manner of men and what kind of policy is to be substituted for the policy of to-day?" So spoke Hon. George Foster at Sherbrook on Feb'y 6th. There is everything to suggest that at the time the Minister of Finance was speaking he was saying to himself, "I thank God I am not as other men are."

Now we are told Mr. Foster has abandoned Kings Co., rather than Kings Co. has abandoned him, and that he has decided to run for York, where he says he will not have to run, but can walk in.

He must certainly feel very secure in his position, but what claim has he upon York? Has he shown any special favor to that constituency in the execution of his public duties, for there must be something in the background to warrant the confidence he shows in being able to carry York for the government. Let us see.

You may search the annals of parliament and I doubt if you will find a more deliberate, barefaced and designing scheme to secure a seat for a member of the administration, at the sacrifice of public moneys, than the plans and preparations that have been made to make York solid for the government candidate.

Don't look surprised, for although you have not been accustomed to hear the name of the Minister of Finance associated with the "boodling scandals," as you have the names of ministers controlling expenditure departments, you will say after reading my story that there is no telling what Foster might have developed into had he only the chance of turning to account some of the latent talent that we have now discovered lurking within him.

Anyway he has shown that he can play the cards if he has them.

The St. John Sun, Foster's organ, when speaking of the Liberal candidate's nomination, who is to oppose Mr. Foster in York, says:—"The gentleman who consents to contest the county only does so to prevent the election of Mr. Foster by acclamation."

You will not wonder at the confidence with which Mr. Foster's organ speaks when you learn the obligation the county of York is under to the government, rather to Mr. Foster, and that this obligation has been created at the sacrifice of your money to the tune of \$12,000 a year.

During the session of 1887 a resolution was passed by parliament authorizing the payment of \$300,000, by way of loan, to the Fredericton and St. Mary's Bridge Company, to aid in the construction of a bridge in York county, N. B. The House was informed that the interest would be paid annually at the rate of 4 per cent., or \$12,000 per annum.

The money was borrowed by the government in England at 3½ per cent., and as the company was to pay 4 per cent. interest annually, it was pointed out that the taxpayers of Canada would lose nothing by the transaction. For the first year Sir Charles Tupper compelled the company to pay up their interest account. On the 29th of May, 1888, Foster succeeded Sir Charles Tupper as Minister of Finance.

Let us now see how vigilant he has been in this matter, and how far he has guarded the public interests in compelling the Fredericton and St. Mary's Bridge Company to keep their interest due the government paid up.

Turning first to page F 57 of the Auditor General's report for 1892 we find that public officer calling attention to the defalcation of interest by the F. & St. M. Bridge Co., and demanding an explanation. On the same page we find the Finance department informing the Auditor General that the arrears of interest had been charged to "special accounts."

As shown by the investigation before the parliamentary committee into the affairs of Connolly, McGreevy et al, there was a special account, but it was marked G. E. F., general election fund.

Well, that was all the satisfaction the Auditor General got in 1892, but he still persisted, for on page F 74 of his report for 1893, we find him again drawing the attention of the Minister of Finance to this unusual proceeding, and demanding to know what action had been taken to secure the payment of arrears of interest from this company. All the satisfaction he obtained was a memo from the Finance department saying the company had been written to, but that no remittance had been received.

The Auditor General then gave up in disgust. The political pull was too strong for him. Political exigencies first; public interests second.

But now let us look further. Turning to page 44 of the last volume of the public accounts, the annual report of the Minister of Finance, we there find figuring among the government's assets this \$300,000 loan to the Fredericton and St. Mary's Bridge Company. Now turn to page 14 there we find under the head of "special interest accounts," the sum of \$60,000 representing the uncollected interest due the government by the F. & St. M. Bridge Company on the 30th of June, 1894. Another year's interest,

\$12,000, will be due on the 30th of June next.

Will any one say, after reading of this masterpiece of financiering, that Minister Foster has not made that bridge secure enough to carry him across the stream into York next election?

We hear the Tory newspapers crowing considerably because Alexander Gibson, who has large financial interests in York, and who has supported Liberal candidates, has promised Minister Foster his support if he runs for York. Now I had the curiosity to turn up the charter granted to this now famous Fredericton and St. Mary's Bridge Company and there I find our friend Alexander Gibson among the charter members. We are always disposed to say that one good turn deserves another. Well, that, in this case, is a matter for Foster and Gibson to decide between themselves. But when Conservative newspapers are telling what Gibson is going to do for Foster they should also tell what Foster has done for Gibson.

But if to secure the services of Foster the country has to sacrifice this \$12,000 a year interest account, in addition to the \$7,000 a year paid him as salary, to say nothing of travelling expenses and sundries, one is inclined to think that he is becoming a pretty expensive luxury.

This is without reference to the millions he has added to our national debt and to our taxation since he assumed control of our finances in 1888. But we cannot be surprised at increased taxation when we have such exhibitions of financiering as that which I have made the subject of my letter to day.

Will the taxpayers protest against such an abuse of office? Will they revolt against the application of their hard-earned wages to such miserable purposes? True the amount is not large, but it involves a principle.

It serves as an illustration of the disreputable tactics to which they will resort.

Is it a wonder there are deficits in the treasury and that you have to be taxed to death to pay the interest account on loans negotiated in England for such questionable purposes? You, taxpayers, are now and have been for years paying interest in London on the money that was raised on your credit to pay this \$300,000 loan to this bridge company. Is it a square deal?

The third page of the Toronto Daily Mail is noted for "Want" advertisements. If you want a situation, a mechanic, a business, machinery, lodging, if you have lost or found anything, or if you want to find out where anyone is, advertise in the Toronto Daily Mail, and read the advertisements on the third page of that paper. The charge is two cents a word each insertion, or ten cents a word for six insertions. Address The Mail, Toronto, Canada.

## Letter from Dr. Percival.

To the Editor of THE LIBERAL  
DEAR SIR,—I think I promised to write you a few lines, for the benefit of your readers, before leaving Richmond Hill. I now hasten to redeem that promise.

From Toronto to Indiana I travelled by freight trains, as I had a horse to look after. Riding in the caboose, to me a novel experience, as I had always travelled "first-class" before, nevertheless I enjoyed it immensely. It gave me an insight into a phase of railroading that I never had before, and that you can never get without experience. I learned something of the hardships to which these poor fellows on freight trains are exposed, the many perils which continually place their lives in danger, their wonderful kindness of heart, and, as a rule, their very bad habit of using too much profane language. I regret to say that the latter characteristic became more marked the farther I travelled; and the more they swore the kinder they grew. Of course they did not know they were using profane language. It was their ordinary mode of expression, and, apparently, the only way they knew how to express themselves. As I was not rigged up in much of a clerical garb, but was sailing, or rather steaming under false colors, they had no idea of my particular calling in life, but concluded that I was a rich horse dealer taking over several car loads of thorough breeds, being induced to do so on account of the large profits that are to be found in that particular branch of trade. I rather guess that's the reason why they swore so. They concluded that the more they swore the better I would be pleased as a typical horseman. In making this assertion I exempt, of course, the horsemen of Richmond Hill and vicinity, for they were never known to swear even at a balky horse, at least I never heard them, but then I never happened to be in their company when the horse balked.

While on freights I was under the care of four different conductors and crew. The first took me as far as Stratford—a very decent lot of fellows who never swore an oath, but then they probably

had not discovered that I was a horseman. I remained at Stratford for four hours, from midnight until 4 a. m., sitting in front of the office stove and listening to the agent make music through his nose, while all the while he, no doubt, thought he was quietly sleeping beside his beloved Martha Jane. At 4 o'clock we started from Stratford for the tunnel, and arrived there about 11 a. m. Here I was delayed for about an hour, before I could go through it to Port Huron, Mich. Here I had the extreme pleasure of meeting face to face Uncle Sam's Custom House Officer. I found him a very polite gentleman indeed, but with both eyes wide open. I had not much difficulty, however, in convincing him that I was not merely honest, but, like Cæsar's wife, "above suspicion," nevertheless I was not at all sorry when we parted company.

At Port Huron I was handed over to the fatherly care of a fresh conductor and a fresh crew. It was now that the swearing began in earnest. The air in that caboose was fairly blue, and you could almost smell the sulphur in it.

On this run we had a succession of drawbacks. All trains going east have the right of way, therefore we had to wait at almost every other station for an hour or more for some train repairs, and it took us from 1 p. m. to 6 a. m. the next morning to reach Battle Creek.

These fellows on freights live like fighting cocks. They are capital cooks, and at meal time "Uncle" was always invited to "lend a hand," and I can assure you he was not slow to respond.

We left Battle Creek at 8 a. m. with a new crew, and reached my destination—Mishawaka, Indiana—about 2 in the afternoon, after a somewhat novel, but upon the whole a very pleasant and enjoyable trip, and here I must for the present bid your readers an affectionate good bye.

W. W. P.  
Glenwood Springs, Col., March 1, '95.

P. S.—I was delighted to learn from a letter that appeared in one of the Toronto papers, The Presbyterian Review, from the pen of that venerable man, the Rev. Robert Wallace, of Toronto, that my old congregation at Richmond Hill had been making such rapid progress since I left them. From it I gather that they are now prepared to pay my successor a larger stipend than they paid me. That is well. I was pleased to hear it. I infer also that they have purchased a portion of Mr. Arnold's farm recently, for he says that there is a manse and seven acres of land attached, for the minister's use, whoever the fortunate man may happen to be. That is well, also, though I think they could have got along without the additional land.—W. W. P.

**Sherwood.**  
On Wednesday evening last the Y. P. S. of C. E. held a social at the residence of Mr. J. Lahmer, 5th con. Vaughan, where a very enjoyable time was spent. The young people enjoyed themselves in social games and intercourse until tea was announced. They then partook of an appetizing and sumptuous repast set by the ladies of the society, doing justice to the tables by relieving them of their weight. After more games and intercourse they assembled to hear the program, and take part in the entertainment, which was the most important part of the evening. The address of welcome was given by Mr. Eli Lahmer; speeches by Messrs. Frank Keffler, J. Lahmer and others; recitations by Messrs. Hattie Fisher, W. Jackson, J. H. Keffler and others. The musical part was well sustained by the ladies. Mr. Jesse Keffler acted as chairman in his usual bland and genial manner, thereby making the entertainment a success.—Com.

**Death of John Fulton.**  
There died at his home here an old pioneer of York in the person of John Fulton. Deceased was a grandson of the late Colonel Fulton, who, after serving through the American rebellion, settled in Canada about the year 1780, and was given a grant of 1200 acres near Richmond Hill. Here what is now known as the "Vanderburg farm," the deceased was born, as was also his father. He was well acquainted with "Muddy York" as it was fifty to seventy years ago, and served in the cavalry corps at the rebellion of '37, acting as guard of the prisoners at Montgomery's tavern, and also being one of the twelve who came near being frozen to death while crossing the ice at Queenston in pursuit of the rebels. He could speak intelligently of many of the names now inseparably connected with Toronto of that period, and could give reminiscences of such old-timers as "Charlie" Scadding, Major Cawthra and many others. Deceased, up to a few weeks ago, was as active as many a man of sixty, but on Thursday complained of not feeling well, grew worse on Friday and gradually sank lower and lower until he died on Monday. He died in the full possession of his faculties, at the advanced age of eighty-five, and leaves behind him three sons and one daughter, besides several grandchildren and great grandchildren.—Times, Uxbridge.

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